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UFO UpDates Mailing List

Project 1947 - Leads to Aircraft Encounter Cases

From: **Jan Aldrich** <jan@CYBERZONE.NET>
 Date: Mon, 30 Dec 1996 00:05:02 -0800
 Fwd Date: Mon, 30 Dec 1996 11:25:20 -0500
 Subject: Project 1947 - Leads to Aircraft Encounter Cases

The following leads possibly could be followed up in several ways. Areas close to the sightings may have newspaper accounts pertaining to these or other cases in the area.

1. From the Palo Alto Times (date uncertain, probably about 11 July 1959). Excerpt from an article about the Pacific Ocean sighting of 11 July 1959. (See UFO Evidence, Section X) entitled "Los Altos pilot has seen the flying saucers before" by Ray Spangler.

CPT Richard Lorenzen of Los Altos, co-pilot of a Pan American flight that witnessed the 11 July 1959 object told of an earlier case. "... Lorenzen, who has been with Pan-Am for 14 years and with the air force before that, spoke a little reluctantly about the affair. He went through something like this in 1949 while flying between Blegrade and Salonika. That time the object wasn't as vivid nor could it be discerned as clearly.

"The, as this time there was an elaborate air force report form to be filled out. It's a standard six pages and filing it is rather a laborious task."

2. He is a rather cold lead from a letter to the NICAP Chicago Affiliate on 20 July 1965 from John G. Norris. Excerpt follows:

"Finally, there is another report of a sighting that your organization should try to get hold of if it doesn't already have it. The man who could supply the necessary details is M. Willem Deawarte, Directeur-Generale, Sabena Belgian World Airlines, Sabena Terminus Building, Brussels 1, Belgium.

"In brief, the story as I learned it from him the day of its occurrence (I was a consultant to Sabena at the time) is as follows:

"There were at that time (1954) daily flights of Sabena planes between Brussels and Leopoldville in the Congo. One plane took off from Brussels and another from Leopoldville at about the same time, heading in opposite directions, passed each other over the African desert (at different altitudes and longitudinal corridors, of course), and arrived at their destinations at about the same time. While in flight, each plane was in radio contact with one or another of a succession of ground control points but not with each other.

"One day, over the Sahara, the pilots, crew, and passengers of both planes made simultaneous, but independent, sightings of an UFO and reported this to their respective ground control stations. The pilots and navigators of each plane took appropriate sightings, noted times speeds, directions of apparent travel and the like from which computations were made showing that the two groups people had sighted the same object and agreed in detail of its appearance and behavior. Its path over the ground was fixed with precision by reference to cloud formations which alternately hid it from view and exposed it to view. This knowledge in turn allowed the observers to convert its observed angular displacement

into an accurate expression of true speed.

"The two independent reports agreed perfectly and were supported by the observations of the many passenger-witnesses. I should think that this would be a valuable bit of documentation, and I should think that Sebena would make it available to a serious group."

I wrote to SOBEP in Belgium asking their help in gaining further details about this case. Due to language difficulties I have not heard from them. I also asked Richard Hall if NICAP had followed up on this case. He did not recall it. Possibly, it had been sent by NICAP to J. Hennessey in Britain for follow up.

3. From DISC DIGEST (Vol III, 1959, page 10), Den Haag, the Netherlands come the following report with no reference cited.

"On the 27th of February [1954] the Dutch civilian pilot H. Dil, flying from Tunis (North Africa) to Amsterdam (Northern Holland), observed a Flying Saucer over the Mediterranean. Three other pilots of the K. L. M. (Royal Dutch Airlines) stated that they had confronted with Flying Saucers during their trips in 1954."

This sounds like an summarized account from a newspaper article.

4. On page 23 of the above publication we have the following report:

"June 28 [1958]: P. J. Krouwel, air pilot of the Royal Dutch Airlines, saw at his flight from Holland to America, near Shannon-airport (Ireland) in the early hours of this day a ball of fire passing his aeroplane. The ball started as a star with the brightness of Venus and growing to a round luminous object as big as 1/5 of the moon. The aeroplane was at a height of 10,000 feet. The weather ship "C" of Charley has observed the same ball of fire. English and American authorities stated that this object could not have been a guided missile. Nearly at the same place the Dutch airliner Hugo de Groot crashed some month before."

Thanks to Loren Gross and Ed Stewart.

Jan Aldrich

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