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UFO UpDates Mailing List

Stan Friedman on Jeffrey....Part 2 of 3

From: Dave Vetterick <veterick@ix.netcom.com>
Date: Tue, 29 Jul 1997 21:59:32 -0500
Fwd Date: Wed, 30 Jul 1997 09:06:08 -0400
Subject: Stan Friedman on Jeffrey....Part 2 of 3

Kent Jeffrey and Roswell
By Stanton T. Friedman
Part 2 of 3

Kent talks about conversations with B-29 pilots. Why would they have had a need to know for info about crashed saucers? That wouldn't help them be better bomber pilots. Again he insults them by saying that if they knew or had known anything beyond what was in the papers they would have told him. I should mention I attended the 50th anniversary reunion of the 509th in Wendover, Utah and another reunion in Roswell, and talked with loads of people from the 509th. I was also very impressed with the men of the 509th. Kent proclaims, "The most significant and dramatic event in recorded history would surely have been discussed by these men". Security doesn't work this way. In the first place, no need to know. In the second place, if they did know they would have known better than to talk to anybody. Remember that Jesse Marcel was in Intelligence; Cavitt and Rickett were in the Counter Intelligence Corps. None were pilots.

Kent denigrates Pappy Henderson. I spoke with his wife, with his daughter, with his son, with his world War 2 Bombardier. He told none of these people before seeing a newspaper article about the crash after 1980. He did tell his good friend, Dentist John Kromshroeder, before the article appeared, but with his promise on his honor as a former naval officer, he wouldn't talk about it. John didn't talk until after the Unsolved Mysteries broadcast which included Sappho Henderson. Pappy, after all, was entrusted with flying VIP's over the harbor in the Pacific after nuclear weapons were detonated there during Operation Crossroads in 1946.

Kent rattles on about the high reliability of today's aircraft engines implying that alien spacecraft would be much more reliable. One would think the only reason an airplane could crash was engine failure. Yet Kent himself tells of an MD-88 that crashed because the flaps weren't set properly. The Valujet and TWA 800 crashes didn't occur because there was engine failure, but apparently because of unexpected events having nothing to do with engine reliability. Landing gear have collapsed on airplanes. I hate to remind Kent, a professional pilot, that occasionally pilots make errors too. Sometimes birds are ingested into engines; no fault of the engine. Kent states the craft must be capable of interstellar flight. Why? There are many reports of huge mother ships carrying smaller saucers. Fighters attacking North Vietnam didn't fly there directly from the USA on each mission. Many flew from aircraft carriers located near the front.

Kent acts as though the debris found by Mac Brazel must have been all there was. There have been aircraft accidents where an engine was found many miles from the fuselage. I am convinced,

partly from the Eisenhower briefing, as delineated in "TOP SECRET/MAJIC", that alien bodies (NOT time shifted crash test dummies) and other wreckage from inside the craft, were found just a few miles from the debris field. Kent complains about nothing exotic being found because he apparently thinks he knows all about alien spacecraft construction. One of the things that Jesse Marcel senior impressed upon me in 1978 was the LACK of anything conventional.

Kent doesn't know, for example, what the outer hull (skin?) of an alien vehicle would look like. How could indestructible material be spread out? By an incredible explosion induced by a lightning bolt dumping a huge amount of energy into a magnetoaerodynamic propulsion system. The steel left after the Oklahoma city bombing was still very strong even though broken. A radar beam known to be on could have disrupted a propulsion or guidance system causing a collision. After all 40% of the UFO sightings in the summer of 1947, according to Bloecher, involved more than one vehicle. There is ample evidence that another vehicle went down in the Plains of San Augustin, as described in "Crash at Corona", having a gash in the outer hull like two parentheses face to face. This is ignored totally by Kent and others who, for whatever reason, do not want it to be true.

Jesse Marcel spoke to Walter Haut about a piece of the very strong lightweight metal being rested on a rock with the other end on the ground. A sledgehammer was applied with no dent; hardly paper backed foil radar reflector easily torn by a 4 year old. And do you REALLY believe you couldn't dent a paper-backed foil lying on the ground using a sledgehammer at will ?????

One of the worst things about Kent's article is that it employs tunnel vision. What about the testimony of Bill Brazel, who found strange wreckage himself? Of Judd Roberts the radio station man? Of Elizabeth Tulk and Phyllis McGuire the sheriff's daughters? Of Loretta Procter, of other ranchers? I spoke with all of these in April. What about all the testimony relating to the Plains of San Augustine crash and the easy proof that the NSA and CIA are withholding UFO related information. Why does Kent act as though flying disc and UFO mean the same thing? My lecture is Flying Saucers are Real, NOT UFOs are real because only some UFOs are flying saucers, though all flying saucers are UFOs.

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