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## UFO UpDates Mailing List

### MUFON LA Reports Boomerang Craft

From: **Steven L. Wilson Sr** <[Ndunlks@aol.com](mailto:Ndunlks@aol.com)>  
Date: Tue, 30 May 2000 13:12:09 -0400 (EDT)  
Fwd Date: Wed, 31 May 2000 02:56:06 -0400  
Subject: MUFON LA Reports Boomerang Craft

From: [IamDorian@aol.com](mailto:IamDorian@aol.com)  
Full-name: Iam Dorian  
Date: Tue, 30 May 2000 08:21:27 EDT  
Subject: \*\*\*\*Fwd: MUFON LA reports boomerang craft--Military Test  
Craft? [UFO Report: Dorian'sCommentary]  
To: undisclosed-recipients:;

The Following UFO Report interested me:

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The following report was received by MUFON LA on May 17, 2000.  
It seems that most of our reports in the last couple years have  
been in the Covina/LaVerne, Ca. area.

On May 12, 2000 at approximately 22:17, a male witness and his  
fiance were exiting their vehicle at her home in Covina, Ca. and  
noticed something floating in the night sky. It was gray in  
color and first appeared to be an owl or bird of prey with a  
large wingspan hovering over her house. Upon closer inspection,  
they both realized that it was not a bird and observed the  
following:

It floated about 500-2000 feet in the air. Moved slightly faster  
than a blimp, however, not as fast as a conventional aircraft.  
Was very well camouflaged in the orange-gray night sky. Had a  
wingspan of about 30-60 feet in the shape of a boomerang. Moved  
in a North East direction. Had an airspeed of less than 50 miles  
per hour. Had what appeared to be very tiny and faint orange  
lights all over its under carriage. Did not change course or  
speed. Had no engine sounds. No navigational lights common to  
conventional aircraft.

The witnesses agreed that they had observed a UFO, but as to the  
nature of its origin (military or alien) they could not say with  
certainty, but that they had observed advanced technology.

It should be noted that the witnesses were looking in the sky  
because there was some police helicopter activity about two  
miles away. The object they saw appeared to have no concern of  
the busy night sky and was headed in the opposite direction.

P.S. It should also be noted that the witness has a background  
as a senior aircraft maintenance technician in the Air Force  
reserves and is very familiar with conventional aircraft.

Upon further discussion, the witness added that he was unable to  
receive cell phone messages for three days after the

incident..... even with two additional cell phone replacements!

All the best,

Bill Casey  
Director of Investigations  
MUFON LA

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Although described as "Boomerang" like in shape, the descriptoin of the craft as having Orange-Red lights underneath should be familiar to those that have read the report of the two Giant Triangles, that lifted out of Los Alamitos Naval Airstation airspace on the 17th of Sept., 1994.

For those unfamiliar with the Southern California area, it should be noted that this area of CA has played host to many military aircraft developers. In fact, to the best of my knowledge, sightings of the Giant Triangle type began in this area of the Country. Anyone with basic math can add two and two. Just look at the location of Area-51. The sheer number of military bases and corresponding restricted flight areas in and around Southern/Central, CA and Nevada, as well as the amount of open underpopulated land, makes test flights over the neighboring deserts a certainty.

In fact, should be find it a coincidence that the first EVER recorded flying wing-like UFO was reported near Mt. Shasta in 1947? Top Secret and classified experimental aircraft were tested over the deserts for years from Edwards Air Force Base, Lockheed's facilities, Northrop's facilities, and other manufacturer's test sites even earlier in last century (i.e., like Hughes Aircraft).

it should be noted that this craft, estimated to be traveling roughly NE, was on a similar heading to the craft sighted leaving Los Alamitos. It is sometimes difficult to estimate heading of aircraft when the observer is ground based. Not to mention there is always the ability for any aircraft to make course corrections and changes in heading. Yet, if we allow room for some slight errors in estimation, one of two possibilities would be a heading, for the craft, of NNE. This is the proper heading for Areas-51 and S4...the Nellis Test Range in Nevada.

The reader should be aware that the Nellis Air Force Test Range runs roughly NW, through Central Nevada. Also, Boeing, a major developer of "Top Secret" (or Ultra Top Secret) aircraft, has two facilities and runways near Seattle; one site north of Seattle (Everett), and one site south of Seattle (Renton).

If we assume for a minute that many-if not most-UFOs are actually Ultra Top Secret experimental military aircraft, then we might expect them to be tested. Those tests would be in areas either controlled by one or another branch of the US military, or over predominately unpopulated areas. If aircraft were being tested in flights between these two areas between the known Nevada Test Sites (Area 51/S4) and Boeing's "Black-ops" facilities in Washington, we might expect sightings in airspaces (over stretches of uninhabited desert flats or even stretches of open water) located somewhere between the two locations.

Here is a list of the West Coast sightings of UFOs in America. The majority were sightings made in Washington/Oregon/Nevada, and along the Nevada California border...all during the famous UFO year, 1947. This was the year of the Roswell "crash," as well as the year of the first recorded UFO sightings in the US.

Although the sighting often referred to as the FIRST, was made by a pilot, Kenneth Arnold (his description of the flight characteristics being later popularized by the description "flying saucer), there was one claim of an earlier sighting as well. This sighting was made over Puget Sound. Also in Washington State. This sighting was later termed a "hoax," yet this reader is not convinced that it was. I've included a review for the sake of those who may be interested.

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(NOTE: Number in front of names are only for reference, to simplify discussion. They are in chronological order, but do not represent ALL the UFO sightings reported in 1947)

1) On 21 June, 1947

THE MAURY ISLAND INCIDENT: A SYNOPSIS

On 21 June, 1947, three days before Kenneth Arnold reported his observation of a formation of objects traveling like a saucer skipped across the water, a significant event occurred.

In Puget Sound harbor, between Tacoma and Seattle, Washington, Harold A. Dahl, his teenage son Charles, two other crew members and the family dog were patrolling for salvage logs when they saw six huge doughnut-shaped objects in the sky. The objects appeared to be about one hundred feet in diameter and of a bright metallic appearance. Five of the objects were circling a sixth, which looked as if it were in difficulty.

Suddenly, there was an explosion, and the sixth vessel discharged a quantity of metallic residue. Flakes of material similar to aluminum and some additional material (which resembled cooled lava) fell around them. Some fragments hit the boat and caused damage, one fragment injured Dahl's son and another killed the family dog.

One of the circling discs approached the malfunctioning disc and in some fashion "jump-started" it. All of the discs then rose rapidly and vanished.

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[Unable to display image]  
[Image-1]

Artist's interpretation of the 1947 Kenneth Arnold sighting. Note that the artist has taken the liberty to embellish the painting, making it more alien-looking. See the probable aircraft, that Kenneth actually saw, the Nazi Horten IX Stealth Bomber.

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This sighting was followed by many more. I have listed those that occurred in the Western states--WA, OR, CA, NV--below.

2) June 24, 1947--Mt. Rainier, Wash. Kenneth Arnold sighting. Term "Flying saucer" coined.

3) June 28, 1947--Near Lake Mead, Nevada. USAF F-51 pilot reported a formation of 5-6 circular objects.

4) July 4, 1947--Portland, Oregon. Police and many others saw many UFOs in formations and singly beginning about 1:05 p.m.

5) July 4, 1947--Near Boise, Idaho. United Airlines pilot and crew, enroute to Portland, Ore., saw 9 disc-like UFOs.

6) July 4, 1947--Seattle, Wash, Coast Guard yeoman took first known photograph of UFO, a circular object which moved across the wind. Photo shows round dot of light.

7) July 4, 1947--Redmond, Oregon. Car full of people saw four disc-shaped UFOs streak past Mt, Jefferson.

8) July 6, 1947--Fairfield-Suisun AFB, Calif, Pilot reported "oscillating" UFO which shot across sky.

9) July 8, 1947--Series of sightings over Muroc AFB and Rogers Dry Lake, secret test base, California:

a) Morning. Two spherical or disc-like UFOs joined by a third object. Crew of technicians saw white-aluminum UFO with distinct oval outline descending, moving against wind.

b) Afternoon: Thin "metallic" UFO climbed, dove, oscillated over field, also seen by test pilot in vicinity.

c) F-51 pilot watched a flat object "of light-reflecting nature" pass above his plane. No known aircraft were in area.

10) July 9, 1947--Near Boise, Idaho. Newspaper aviation editor saw flat circular UFO maneuver in front of clouds.

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Notice that the sightings over: 1) Puget Sound, 2) Mt. Rainier, 4) Portland, 6) Seattle and 7) Redmond, 9)

If one flew from the southern end to it's northern end, and kept going over largely uninhabited desert on the same heading, one would pass next to or over Mt. Shasta.

===== Ongoing Military "Top Secret" Testing? =====

Below I've pasted some of the discussion of the Kenneth Arnold sighting, which I think speaks for itself. Not ALL UFO sightings are extraterrestrial.

This being said, you'll not that most of the other sightings I listed refer to Discs. A good investigator must admit that, upon hearing the expression "flying saucer," many people would have imagined a disc-like craft. Hence, although we cannot discount disc sightings during the months of June-July, 1947, as manifestations of vivid imaginations (test pilots and other pilots are usually the best and most informed observers of aerial phenomena), we do need to put such sightings in perspective.

It is interesting that so many of these flights appear to be along a line that could be imagined as a rather desolate corridor that stretches from the Boeing aircraft facilities in the Seattle area, through lower mountain passes, and directly to the Secret Test bases in Nevada. Here is some food for thought (italics mine) .

Some of the other sightings occurred adjacent to other US Military Test Sites/Air Fields.

These sightings both occurred on the southern side of this hypothetical corridor:

- 3) Lake Mead
- 9) Muroc AFB and Rogers Dry Lake (secret test base, in CA)

And those in Fairfield and Biose Idaho lie near older and established US Air Force Bases

[Unable to display image]  
[Image-2]  
Travis AFB and vicinity today.

Travis AFB

Quoting from the OFFICIAL AFB Information pages:

<http://www.travis.af.mil/database/museum/hist1.jpg>

"Travis AFB was activated on May 11, 1943, the field was named (coincidentally) Fairfield-Siusun Army Air Base." Originally the Air Field began as an isolated airstrip in the middle of a wind-swept prarie (a good test site...isolated and surrounded by relatively flat prarie in ncas of a crash?) and "The first runway and temporary buildings were constructed by the Army Corps of Engineers in 1942..."

This section bears closer investigation:

"...the base's potential as a major aerial port and supply (aircraft?) transfer point for teh Pacific theatre led the Army

Corps to assign it to the newly-designated Air Transport Command. The base officially opened June 1, 1943, with the primary mission of ferrying tactical aircraft from California across the Pacific to the War Zone." I suggest it later functioned in ferrying captured UFO discs, perhaps the German variety said to have ben developed in Antarctica at the very close of the War II, through California to...Nevada??? Idaho???

-----  
Mountain Home AFB

In the general vicinity of Boise Idaho, and to the South, lies the Mountain Home AFB near. Like Travis AFB, this base too was developed during WWII. It's function seems to have been that of training pilots in NEW aircraft.

From the AFB's official Web page we read:

<http://www.mountainhome.af.mil/>

"...Mountain Home airmen began training crews for the B-24 Liberator. The first group to do so was the 470th Bombardment Group (Heavy), which trained at Mountain Home from May 1, 1943, until January 1944, when the unit moved to Nevada...The base also received fighter aircraft to add realism to its training. A few P-38 and P-63 pursuit planes arrived in January 1945 to simulate attacks on B-24s. In June 1945, Mountain Home also briefly served as a training base for the new B-29 Superfortress, but the end of the war in August brought a swift end to the new mission and, for a time, to the base at Mountain Home. The base was placed in inactive status in October 1945.

The base remained inactive until December 1948 when the newly independent United States Air Force assigned first the 5th Reconnaissance Group and then the 5th Strategic Reconnaissance Wing and their RB-17s to Idaho and the newly renamed Mountain Home Air Force Base."

So, during the period of the 1947 sighting, the base was inactive...or was it? Today, even with our modern highways, Mountain home AFB is 60 minutes driving time from Boise. In fact, back in 1947, this was probably considered a remote location. What better place to land/test a top secret aircraft?

[Unable to display image] [Image-3] The Mountain Home AFB and vicinity today. The river gorge to the south is one of the deepest in the nation.

..and the Boise Sighting...near Mountain Home AFB

Both also lie on either side of the above-mentioned hypothetical corridor.

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A CASE FOR MANY UFO SIGHTINGS BEING ADVANCED MILITARY CRAFT

I think that the following is an important little exposé, as it make the point that many UFO sightings, are probably OUR military tests.

The question arises though, what about all the disc sightings?

I am still a believer that, along with the Nazi Horten craft we may have grabbed some ACTUAL discs based on a revolutionary new technology. There are many tellings of the story of a Top Secret US Naval engagement which allegedly took place off the coast of Antarctica (close the South African coast) that included an aerial battle where our boys fought disc-like aircraft apparently based on a radical new form of propulsion. As the story goes, the first time in we got our butts kicked. Later we alledged to have returned and captured some of the craft. Who knows?

I guess this raises the question, could we have captured discs, and then flown them to bases in Nevada (via other bases, and possibly from early tests and back-engineering sessions at Boeing?) in the summer of 1997?

The original pilot drawing does disagree with the drawing of the Horten wing in one particular—in Kenneth's drawing there is a distinct round cockpit or artifact in the center of the craft. Although the first thing that comes to mind is that there MUST be a cockpit, it's round shape is curious. Kenneth could NOT have had an encounter with a completely round cockpit cover in his experience, such a thing would not have been aerodynamic. Flying fortresses did have such structures under and on top of the craft, for gunners, but not as a fliers cockpit.

If this WAS a Gravity-field powered craft, one that was also manned, a tower arrangement would have been critical in order to create a self-contained inertial field effect (Look at MOST disc to see this, it is a prominent feature, and I propose—a basic feature of REAL extraterrestrial craft). But such a tower is particularly non-aerodynamic on this sort of craft. This is why I often refer to these wings as "hybrid" technology. Yet, if they were some sort of hybrid, then you might expect such a skipping or wobbling motion. It is also possible that (if there were employment of a G-field effect) that these rather primitive craft employed such technology as a sort of inertial dampener—not unlike that of the "levitation" technology recently discovered in Finland.

If there actually was a G-field generator employed for lateral thrust/lift, however, this configuration would almost certainly have been a more traditional tripod arrangement. Yet, although (as I've modeled it) there are many ways to "skin a cat," each application of G-field technology has it's advantages and/or limitations. It is a shame no one could have verified this sighting from beneath the craft, perhaps this would have helped cleared up the mystery.

Well, anyway, a less exciting, but simpler explanation is explored below. I thought you all might enjoy this.

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<http://www.hiphopmusic-rapmusic.com/ufos-flyingsaucers/ufos.html>

On June 24, 1947, Kenneth Arnold, a successful salesman and experienced search and rescue pilot, took off in his small plane from Chehalis, Washington en route to Yakima.

Close to Mineral, Washington and about 25 miles from Mount Rainier, he noticed a formation of 9 unusual objects flying from north to south at around 9,500 feet. He observed the objects strange flight characteristics for 2 to 3 minutes and calculated their speed at over 1,200 m.p.h. , a speed totally unheard of at the time.

When Arnold landed at Yakima, Washington, he told some people of the incredible new high speed aircraft he had witnessed. He flew on to Pendleton, Oregon and found a number of reporters were waiting, eager to learn about these new aircraft.

Asked to describe how they flew, Arnold explained that, "they flew like a saucer would if you skipped it across the water".

A reporter named Bill Begrette coined the phrase "flying saucer" and people have been claiming to see "flying saucers" ever since!

But curiously, Kenneth Arnold did not actually describe a saucer shaped craft and "flying saucers" are by no means the only phenomenon consistently described in reports.

This is what Kenneth Arnold sketched.

[Unable to display image]

[Image-4]

These are two images of the Nazi Horton IX Stealth Bomber.

[Unable to display image]

[Image-4]

[Unable to display image]

[Image-6]

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[Unable to display image]

[Image-7]

[http://www.phoenix-model.com/images/PM\\_Models/PMM210.jpg](http://www.phoenix-model.com/images/PM_Models/PMM210.jpg)

[Unable to display image] [Image-8]

[http://www.phoenix-model.com/images/PM\\_Models/PMM220.jpg](http://www.phoenix-model.com/images/PM_Models/PMM220.jpg)  
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At the end of World War II, U.S. military and scientific Instrumentalities literally stripped Nazi Germany of its scientists and and amazingly super-advanced Science. That is to say, however, that they only were able to secretly salvage what the Russians had not already taken.

In such matters, Knowledge is Power, right?

Secret Knowledge is more Powerful.

It would appear that what Kenneth Arnold saw was a flight of captured Nazi Horto9n IX bombers being flown in the vicinity of Mount Ranier, for whatever reason.

Investigation revealed to this writer that the Horton HO IX was a highly advanced (for the time) flying wing type of craft, which actually had Stealth, radar-invisibilty, some 50 years ahead of its time.

This craft was known to be unstable, however, and documentably flew with a distinct skipping motion.

Conclusion? That the United States has been in possession of a supersonic stealth airplane for more than 50 years, and, further, that it has been a closely guarded secret, all that time, and still is.

Why? Obviously, at the height of the Cold War, these craft were being used for over flights of Russia and other communist countries. Given their stealth invisibility on radar, great speed and secrecy, they were one of the most incredibly potent weapons in the arsenal of the free world.

Therefore, it is obvious that the United States allowed the myth of flying saucers and UFOs to grow, and may even have fostered same, in the name of national security.

The fact that this policy still seems to be in effect speaks for itself. It is rumored that the United States typically is in a state of scientific advancement some 15 to 20 years ahead of what is generally available to the rest of the world (Earth).

No one knows what the current state of United States military and scientific advancement may be.

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Interesting...hmmm? Many of you already know this, but many do not. This is a little history and education for those who may be less informed.

Dorian

Boomerang Craft-History.pdf

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