

**Case Directory**  
**Columbia, Missouri**  
**June 28, 1973**

**Animal Reaction Feature:**

The two major witnesses in this event are James Richards, 41, an animal care technician at the University of Missouri, and his daughter, Vanea, 16. After midnight, Vanea heard a loud, persistent thrashing sound outside their house trailer, and called her father. Richards moved to the window and saw two light beams about 5 feet apart from each other and 50 feet away from his window. The beams disappeared, and a glowing bright oval form appeared, lighting up the area. The thrashing sound was apparently trees moving as if blown by wind (wind was only 5 knots), and after the oval form appeared, this sound suddenly ceased. The night was clear and calm.

As Richards moved from window to window, he noticed his dogs lying very still near the corner of the trailer that was nearest to the oval object. The dogs were large security animals, who would normally bark at various night animals and who were not easily frightened. Richard though it strange they were not barking at all the noise and the bright lights.

**Joan Woodward, Animal Reaction Specialist:**

The initial two light beams were tapered, about 4 feet wide at the top and about 2 feet wide at the bottom where they touched the ground, and the upper inner edges were about 5 feet apart. They were very bright and silver-white in color.

The bright beams faded out rapidly, and a bright oval form appeared just above the location of the two beams. The oval was estimated to be 12-15 feet in diameter and near the ground. It was extremely bright, silver-white in color, the edges were fuzzy, and no surface details were visible. It was very bright at the center and a duller white at the edges. The trees on both sides of the oval were clearly visible, including trees as far away as 100 feet. The only sounds were the thrashing sounds of the vegetation as if being blown by strong wind, but one tree showed a different motion as if something were pulling that tree toward the ground. As indicated above, soon after the oval became visible, the sounds ceased, but the one tree continued to show an earthward tugging motion until a loud cracking sound was heard, and the tugging motion stopped (a branch broken off at 17 feet was found the next day). It was at this point that Richards made the observation of his dogs.

The object moved away to 200 feet from the window and hovered, and now, with it less bright to the eye, the witnesses could see a blue band of light and an orange glow extending around the outer edge of the oval.

At this point, possible EM effects (house lights dimmed, telephone line problems) were reported.

The object's movement was smooth and slow and no sound was heard. The oval moved back near its original position and disappeared by growing smaller (glow faded). It did not seem to be moving away as it would have run into trees.

Possible physical traces included marks on the broken limb, imprints into the ground, and leaves dying. Upon a later visit by investigator Phillips, leaves were dead and limbs were barren over the area.

No physiological effects were reported.

**Sources:**

Hall, Richard H., 2002, The UFO Evidence, Vol. II, Lanham, MD, Scarecrow Press, pages 61-62.

Phillips, Ted, The Center for Physical Trace Research Site, Cases of “High Strangeness,” TRACAT FILE #568 (can be found at: [www.angelfire.com/mo/cptr/Columbia.html](http://www.angelfire.com/mo/cptr/Columbia.html)).



IN  
US0800-1973-0001

UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

UFO Filter Center Case 1222

9 p.m.  
1973  
Aug.

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Francis L. Ridge TELEPHONE AC 8128383120

FIELD INVESTIGATOR'S ADDRESS: 618 Davis Drive Mt. Vernon, Indiana  
STREET AND NUMBER TOWN OR CITY

Indiana, 47620 Posey USA  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1976 January 18th AFFILIATION (if not MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1973 August ??? IF MONTH/DAY NOT KNOWN, CHECK BELOW:  
YEAR MONTH DAY  
 JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME 2100 (IF UNKNOWN, CHECK BELOW) DURATION: 2-5Min ZONE: CST  
 DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING: "Dogpatch" area Gibson USA  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION: NUMBER OF WITNESSES three COORDINATES (IF KNOWN) \_\_\_\_\_  
HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
LATITUDE LONGITUDE

COMMENTS: Near the Indiana/Illinois border (southern section), within a few miles of Mt. Carmel, Ill., but on the Indiana side, on Hwy 64.

INDIANA, Princeton

PRIMARY WITNESS DATA

**CONFIDENTIAL**

PRIMARY WITNESS' NAME: Larry Reed TELEPHONE: AC 8123854975

PRIMARY WITNESS' ADDRESS: 417 S. Gibson St. Princeton  
STREET AND NUMBER TOWN OR CITY

Indiana, 47670 Gibson USA  
STATE/PROVINCE/ZIP COUNTY COUNTRY

USE OF WITNESS' NAME: MAY ( ) MAY NOT (X) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).  
Possibly, if later needs dictate.

MAJOR FEATURES

GENERAL CASE ( ) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS: Close-Encounter, 3 witnesses, Domed-disc viewed during lightning storm.

# UFO buff hopeful for '76

By JEFF JOUETT  
Sunday staff writer

The man who counts unidentified flying objects reported in the skies of Vanderburgh, Posey and Gibson counties says 1975 was an off year.

But 1976 could well be "an active, hectic period" for local spottings of the mysterious lights and objects that Frank Ridge of Mount Vernon, Ind., and many others theorize are intelligent beings piloting spacecrafts from some unknown civilization.

"We didn't have more than a half dozen calls last year," said Ridge, who keeps a roomful of electronic equipment ready to record "hard core evidence" of any flying saucer or other UFO reported in the Evansville area.

"But according to all trends and patterns over the years, we're due for another active period," he added. UFO sightings occur in spurts every three years, according to Ridge, the most recent spurt coming in 1973 when more than 144 unidentified flying objects were spotted over Indiana and eight other midwest states in the month of October alone.

"The next hectic period could start anytime, it could be next fall," Ridge speculated. And this year, he continues, the Mount Vernon skywatchers will be better equipped than in 1973 to record technical data on supposed outer space visitors to the Tri-State.

Ridge mans a recording station for the Mutual UFO Network, a group which studies unidentified airborne objects reported across the country. From his basement and at the scene of reported UFO sightings, Ridge and his cohorts attempt to electronically monitor and measure indications of UFOs powered by intelligent life.

He now has equipment to record radiation, to tap radio communications between aircraft, and to chart electronic disturbances such as lightning up to 150 miles away. Besides new equipment, Ridge says he "has quite a few more guys at our disposal" than in 1973 to trace UFO reports, and he is counting on cooperation from area police and airport control tower personnel.

Frank Ridge is very serious when he talks about alien spacecrafts guided by "humanoid" pilots.

"No matter what anybody wants to admit," he says, "UFO's are a real phenomenon." Most reported UFO sightings are later identified as stars, low flying airplanes, weather balloons or some other known object, Ridge readily admits. But he also claims 20 per cent of reported UFOs are "never explained in terms of any known, natural or manufactured phenomenon," and a good number of these are obviously controlled by intelligent life.

The figures are up to dispute. Scientists and government officials have said 95 per cent of sighted UFOs are explainable by

the Air Force itself admits to nearly 13,000 UFOs in the last 30 years, Ridge said. His own estimate puts the number of UFOs for that period closer to 100,000.

Scientists have generally joined the Air Force in laughing at UFO reports, but Ridge, who has "been fascinated with the subject" for nearly 20 years, says the professors and pilots may have something to hide. "We're dealing with information that would scare scientists away," he said. "To them there's not enough preliminary information to prepare them for it — it's too big a jump. Something this bizarre may upset scientists' cherished concepts."

Ridge contends that with government, scientists and news media portraying UFO witnesses "as a bunch of kooks" many people continue to not believe in the existence of UFOs powered by intelligent space men.

"But I'm not worried about whether someone believes it or not, I'm just going on what is reported and who reports it." Ridge said he has never personally witnessed a "structured object" (UFO obviously piloted by an intelligent being) but he has talked to "about a dozen" people who have.

Manager of a Mount Vernon department store and father of two children, Ridge said he's been intrigued by UFO lore since he was in grade school, and while in high school converted his father into a UFO believer.

"There's just too much of a pattern to these sightings for it to be nothing or unimportant," he said. "My father and many others say okay, but what can we do about it if there are flying saucers. We may not be able to do a thing about it, but it's not like us to stick our head in the sand and do nothing."

"Sure we have our own problems here on earth, but some of our solutions might be there. For one thing, the UFOs aren't

staying here for any length of time, that should tell us something," he continued.

Among those helping Ridge "further the cause of sensible investigation" of UFOs are a Mount Vernon banker, another store manager and a city newspaperman.

"We're all amateur astronomers so we're not wasting any time looking at the sky," Ridge said. "We're not out there waiting for someone to come down and shake hands."

What the men hope to do is increase the number of UFO sightings where technical people and credible data are involved. "What's most fascinating," Ridge continued, "is what we could get. We could be one of the first. I don't want to be a hero, but I want to accomplish something before I go."

The "hard data" sought by the Mount Vernon UFO investigators includes "close encounters" and daylight discs. Close encounters are sightings from within 500 feet and daylight discs refers to viewing a UFO in the daylight so "you get a chance to see what you're looking at," Ridge explained. He claimed daylight UFO sightings are "rare, but only because people just don't look up in the daytime unless they hear something. There's no reason to."

The last "good sighting" in the area, Ridge said, occurred July 30, 1974 when a "respectable Mount Vernon couple" saw "a giant double dish craft with running lights just rocking back and forth." He put the size of this UFO, said to have hovered near Farmersville, Ind., at 15 to 20 feet thick and 150 feet wide.

It was good that 1975 was such a bad year for local UFO sightings, according to Ridge. "It shows you don't get a lot of crackpot calls. When there are no UFOs sighted there are no calls," he said. Ridge said he "averages about one hoax call per year."

SUBJECT: Investigation Sequence Report

Case Number 1222

DISTRIBUTION: MUFON HQ, CFUFOS, Local Files.

INVESTIGATOR: Francis L. Ridge

CLASSIFICATION: Great Significance, Evaluation: UNKNOWN, Type II Domed-Disc, Type III Flight Characteristics.

REPORT

01/10/76 1830 Hours Received call by telephone from subject. Message Slip completed and filed. Taped interview conducted; duration: 50 minutes.

01/12/76 0900 ~~Form 2~~ Form 2 mailed to observer. (OLD MUFON FORM 2)

01/15/76 1430 Completed Forms received in mail.

01/16/76 Logged on IAP Sheet 917 & Case Number given to report.

01/18/76 Transcript of taped interview completed.

Comments of this investigator, completed.

Five-page Form 2 (Detailed Report) & 3-page Transcript, along with CIP, zeroxed in triplicate. All copies mailed same day.

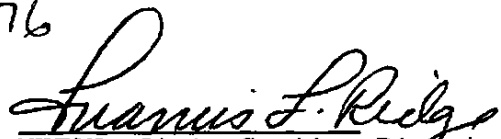
01/31/76 Excerpts from taped interview put on cassettes and labeled, to be mailed ASAP with this report.

02/02/76 Copy of newspaper article, SUNDAY COURIER & PRESS, which precipitated this report, included in this package.

Computer Input Form, completed.

THIS REPORT COMPLETED AND MAILED:

2/1/76

  
MUFON, State-Section Director  
Posey, Vanderburg, Gibson Cos.

Note: Reference to Form 2, we did not have the new MUFON forms at the time of the investigation, so we used the old MUFON Form 2. The Computer Input, Form 2, was just received back from the printers a few days ago and was utilized in this report. FLR.

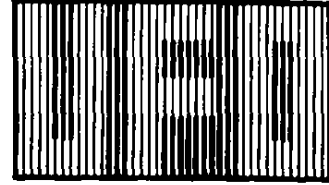
# MADAR

Magnetic Detection And Recording System

MUTUAL UFO NETWORK, INC.  
40 Christopher Court  
Quincy, Illinois 62301 U.S.A.

SYSTEM, STATION MT. VERNON, IND.

618 Davis Drive



Licensed FCC Call Letters:  
KIL 3163, KHZ 7226, KHZ 4649

KEEP NAME  
CONFIDENTIAL

Posey, Vanderburg, Gibson Cos.  
Offices: UFO FILTER CENTER  
618 Davis Drive  
838-3120  
838-4601  
838-2195  
426-2021



SUBJECT: Comments of Interrogating Official

Date: January 18th, 1976

Case Number: 1222, Reed Case

*Aug. 73*

I must say that I am very impressed with this report, for several reasons. The witness never sought publicity; he rather wanted his report and the possible significance of the technical data in proper hands. His name and occupation are to be kept confidential.

This is also a multiple-witness case. His wife and son also saw the same object; their sketches all matched up to the detail of the rolled edge on the cupola.

This is not just another light-in-the-sky report. This is a night-disc report and is another reason why I am impressed. The description is not from the UFO lore, in fact neither he nor I have seen or heard of anything like this object...in UFO lore.

Mr. Reed appears to be well-educated and has a more-than-average technical vocabulary and sense of awareness. He reported or dictated the details in a slow and careful manner. The taped interview shows this; the transcript doesn't do him justice. A lot of the trivia, speculation between him & I, the questions I asked, etc. were left out of the transcript to save time and paper.

This report was submitted by the witness as a result of an article published about our unit in the SUNDAY COURIER & PRESS (Evansville) a few weeks ago. At the time of the sighting, August of '73, we were not organized and not well-known. Hence, his report didn't find its way to us. We were caught in the wave of '73 without the personnel and network that we now have and later had in late '73. The witness stated that the PRINCETON CLARION didn't even know who to contact.

His occupation, technical background, and revived interest in this subject would make him valuable to us in Gibson County as an investigator for MUFON and electronic adviser to our local unit. He said he would consider this and let us know.

*Francis F. Ridge*  
MUFON FIELD INVESTIGATOR  
STATE-SECTION DIRECTOR

UFO SIGHTING REPORT FORM

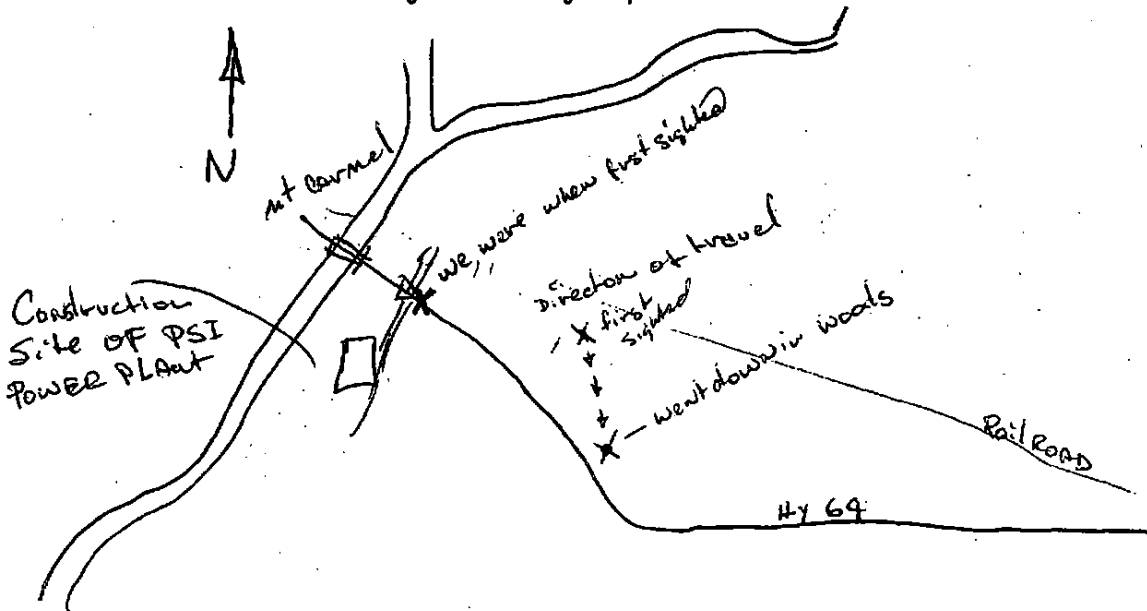
\*\*\*\*\*  
This form is for the reporting of unidentified flying objects. It includes many questions formerly asked by the USAF and other investigating agencies, and additional questions to which answers are needed for full evaluation by the Mutual UFO Network. Complete the form, trying to answer as many questions as possible. If additional room is required, please use another sheet of paper. Upon evaluation by MUFON, this report may be published in SKYLOOK.  
\*\*\*\*\*

\* MUTUAL UFO NETWORK (MUFON)  
\* Walter H. Andrus, Jr., Director  
\* 40 Christopher Court  
\* Quincy, Illinois 62301  
\* Local Field Investigator's Name FRANCIS L. RIDGE  
\* U.F.O. Filter Center  
\* Address Madar Detection System  
\* 618 Davis Dr  
\* Phone No. Mr. Vernon, IN 47620

OBSERVER INFORMATION

Name LARRY T. REED Address 417 S. GIBSON ST. Phone 385-4975  
City and State PRINCETON, INDIANA Zip Code 47670  
Date of Observation AUG. 1973 Time of Observation 9:00 (AM) (PM)  
Estimated Duration of Observation \_\_\_\_\_ from light to END 5 MIN  
(HRS) 2:05 (MIN) \_\_\_\_\_ (SEC)

Location of Observation (If known, identify nearest highways, buildings, villages, railroads, airports, military installations, power lines, and other known landmarks within 5 miles. Indicate North and position of observer.) Please draw a sketch to identify details, or attach a city or county map.



Princeton

DATE AUG 1973 STATE INDIANA COUNTY \_\_\_\_\_ CITY (Mr. Berger)

ENVIRONMENTAL FACTORS (Check the appropriate blocks)

SKY CONDITION

- Clear
- Partly Cloudy
- Haze or Smog
- Overcast, Thick Clouds

TEMPERATURE

- Hot
- Warm
- Cold
- Cool
- Approx. Temperature \_\_\_\_\_

WEATHER CONDITIONS

- Fog or mist
- Light Rain
- Drizzle
- Moderate, Heavy Rain
- Thunderstorms *lightning*
- Snow Flurries
- Sleet
- Freezing Rain
- None of the Above

WIND DIRECTION

- North
- East
- South *FROM The West*
- West

WIND VELOCITY

- Calm
- Variable
- Light Breeze
- Strong Wind
- Gusty

Actual F.A.A. Airport Weather Observation

TIME OF DAY: (Dawn) (Daytime) (Dusk) (Nighttime)

If observation occurred at Twilight or Nighttime, what was the position of the Moon as the observer faced the UFO? Overhead In back of To the left of Don't know

The Moon was (not visible) (hidden by clouds) (had a halo around it) (bright)

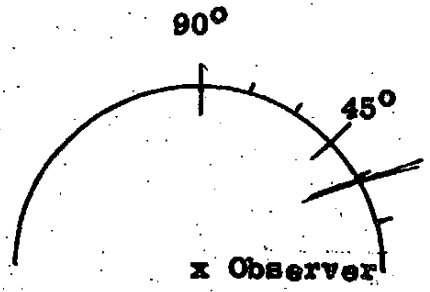
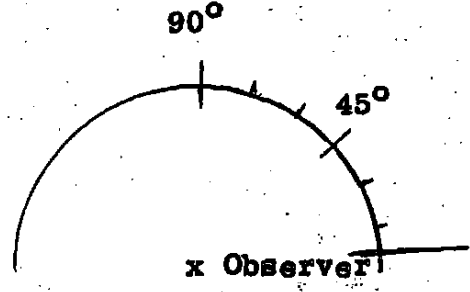
The stars were (not visible) (few) (many) (very many) (don't know).

If observation occurred during daytime, what was the position of the sun as the observer faced the UFO? To the right of Overhead In back of To the left of Don't know

Show on the sketch below how high the object was above the horizon or skyline.

(A) When UFO was first observed.

(B) When UFO was last seen.



If the observer was in a vehicle, what direction was the vehicle moving? SE

How fast was the vehicle moving? 40 MPH Slowed to 5 MPH

Describe vehicle make, year, model, and whether windows were open or closed. 1971 CHEVROLET 4 door IMPALA - AIR COND. WAS ON windows were closed until I purposely rolled them down to observe. not knowing windows flipped.

Did the vehicle come to a stop at any time during the observation? Explain. ~~Stopped~~ Slowed down. Moved AND Decelerated

If the object was observed while airborne, provide the following: type of aircraft, altitude, identification number, heading, speed, where aircraft flight path was in relation to the object, aircraft home base, position of any other aircraft, and if the object was reported to any air traffic control facility.



OBJECT DESCRIPTION

What was the observer doing at the time and how did the observer happen to first notice the object? (Indicate from which direction it appeared.)

WE WERE PROCEEDING SOUTHEAST ON HIGHWAY 69 TOWARD PRINCETON, INDIANA. WATCHING AHEAD, I OBSERVED WHAT I ASSUMED WERE HEAD LIGHTS. AS WE GOT CLOSER AND THE ANGLE - OF PERSPECTIVE CHANGED, I REALIZED THEY WERE ABOVE THE TREES AND SLIGHTLY TO THE LEFT. MOVING VERY SLOWLY ALMOST DUE SOUTH.

Describe what was observed. (Include reactions/interpretations of what the observer thought the object was in relation to known phenomena.)

AS WE GOT NEARER, I SAW WHAT I THOUGHT WERE CLEARANCE LIGHTS ON EACH SIDE OF THE ASSUMED HEADLIGHTS. MY SON (15 YEARS OLD) AND I STARTED DEBATING THE POSSIBILITIES SUCH AS TEMPERATURE INVERSION, OR A LOW CLOUD REFLECTING THE IMAGE. AT THIS TIME I ROLLED DOWN THE WINDOW TO ELIMINATE THE POSSIBILITY OF INTERNAL REFLECTION ON THE WINDSHIELD. THEN THE LIGHTING ARRIVED. A LARGE BOLT STRUCK BEHIND THE OBJECT WHICH REVEALED THE OUTLINE AND CONTINUED LIGHTING ILLUMINATED THE SIDES AND FRONT. REALIZING, AT THIS TIME, IT WAS A UFO I TURNED ON THE RADIO, BUT DID NOT HEAR ANY INTERFERENCE NOR DID THE ENGINE STALL AS I HAD READ THEY DID.

~~How did the object disappear from view?~~ (Include direction when it disappeared.)

AT ABOUT 1000 FT FROM THE OBJECT IT STOPPED ITS LINEAR MOVEMENT AND HOVERED, UNTILL WE WERE WITHIN 500 FT THEN IT DESCENDED VERY SLOWLY INTO THE WOODS

OBJECT DESCRIPTION (Continued)

(If necessary, provide additional details on another sheet, or on the back of this sheet.)

Did the object:

Have any sound? NO

Change brightness? NO

Change shape? NO

Change color? NO

Leave a visible trail? NO

Give off smoke or vapor? NO

Drop anything? NO

Break up into parts or explode? NO

Move in front of or behind anything (cloud, building, etc.)? lighting

Appear self-luminous, dull finish, reflecting, transparent?

Appear to rise or fall while in motion, revolving, hovering?

Appear to stand still at any time? yes. IT Hovered slowly, decended

Appear solid, fuzzy, blurred, sharply outlined, a source of light like a bright star? Yes, inverted, dark cone underneath

Appear to flicker, throb, pulsate? NO

Appear brighter than the sun, moon, car headlights, searchlight?

Appear to frighten any animals, birds, livestock? Explain. NO

Appear to have any odor or heat emanating from it? Explain. NO

Appear to disturb the ground or leave any physical evidence? Explain. Not Known

Interfere with the operation of the vehicle, radio, television, appliances? How?

NO

How large did the object appear to be when compared with the following held at arm's length? (pinhead) (pea) (dime) (nickel) (half dollar) (orange) (plate) (basketball) (larger) Cupola About the size of an orange Total size a basketball

Estimate the distance from the observer to the object. Closest 500 ft or less

Estimate the speed of the object when compared to a small or jet aircraft flying at the same altitude. MOVING Very Slow

Was the object observed through any of the following? (eyeglasses) (sunglasses) (windshield) (window glass) (binoculars) (telescope) (other aid)

Also Rolled down the window And Observed unobstructed

If there was more than one object, how many were there? (Provide details)

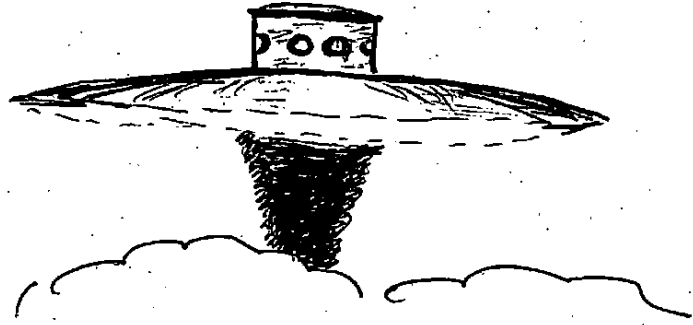
only one.

OVER

## REFERRING TO THE SKETCH, ON PAGE FIVE

1. The light emanating from the round objects on the cupola had the same spectrum response as an incandescent lamp, heavy in the infrared region. Bright, but slightly diffused.
2. The finish was that of pickled metal or tarnished silver.
3. The inverted cone underneath was not a solid protrusion of the body, but rather like a beam, DARK, OPAQUE but slightly fuzzy at edges.
4. Interest was mainly on the cupola, the basic shape, and the inverted cone, that is why the bottom is in dotted lines, not much observed.
5. Object was viewed in high ultraviolet light, lighting.

Provide a sketch of the object. Show its appearance, shape, color, motions, protrusions, exhaust or vapor trails, portholes or windows, light beams, and any other distinguishing features. (Include photograph of object if available.)



PERSONAL DATA

Age 38 Occupation Electrical ENGINEER Place of Employment POTTER & BRUMFIELD

Wear eyeglasses or reading glasses NO Education college

Vision: (Excellent) (Good) (Fair) (Poor) Military Training US NAVY

Has the observer seen any other objects of an unidentified nature? (State pertinent details.) NO

Has observer suffered any ill effects since the observation? (Physical or emotional problems, eye strain, headaches, scars, rashes, etc.) Was a doctor consulted? Explain. NO

Provide names and addresses of other witnesses, if any.  
WIFE - BARBARA NELL REED SAME Address as indicated  
SON - KEVIN DEWAYNE REED

Was observation reported to any federal, military, state, county, local officials; radio or television; (newspapers) State pertinent details.  
STARTED TO REPORT TO NEWSPAPER BUT CURTAILED THE INFORMATION

Observer has allowed permission to use his name in connection with this report ( )  
Observer has requested that his name be kept confidential (X)

1/10/76 TAPED BY PHONE 1830-1920  
Date of Interview hours

Jerry Reed  
Observer's Signature

Filing Date of this Report

Francis L. Ridge  
Investigator's Signature

TTR TRANSCRIBED TAPE RECORDING

CASE NO. 1222, REED, AUG '73 (Recorded 1/10/76).

000-We were over at my mother-in-law's in Mt. Carmel and that's about 11 miles from Princeton where I live and ~~it was~~ evening and there was a storm coming up and we got upset over there; we had some bad experiences. A tree blew down and we decided to leave. We stopped at a filling station and got some gas and then we proceeded on to Princeton through the bottoms and a, course this was the time about when they were building PSI on the right hand side of the road.

019-And we saw what appeared (now this was dark now) to be a couple of headlights. Well, we assumed they were maybe a temperature inversion, but then we ~~began~~<sup>GOT</sup> to thinking that during a thunderstorm or rainstorm your not going to have temperature inversion, it's going to be kind of stirred up. But directly in line with this was Owensville Rd. We thought maybe they might be headlights bouncing off of low clouds. These were up in the air. Our angle of perspective changed as we approached it. So we found out it was above the trees. The lightning caught up with us about this time and a pretty-good-sized bolt was behind it and we got it illuminated all around us and we saw what appeared to be a saucer. Kinda wierd, but the whole family witnessed it and nothing was said until we got home.

962-What surprised me, of course, we thought it was a car because it was the same spectral response that you'd have from headlights, you know, the infra-red region---heavy in the infra-red, and as we got closer to it, before the lightning struck, we saw what looked like clearance lights; one on each side of it. Later on it proved to be four of whatever the light was... or dotted around the cupola. And beneath it there was a super-dark cone which apexed below the tree-level. And, this thing didn't appear to be solid, the cone that came down to the ground or whatever it went down to. It was sort of wide at the bottom of the saucer and evidently went to a point which would have the opposite of a flashlight beam. And a, we kinda got a shock over it. I'd done a little snooping around during some rainstorms seeing if we could see it again, my oldest boy & I...back in where we thought it was in the woods.

DOGPATCH(011) As you come outside of Mt. Carmel and are proceeding towards Princeton you'll find a large woods with a bunch of little spots where they've cut out to plant popcorn, I think, and corn. And it was over one of these patches, in fact it was the exact location where this Cavanaugh girl was found.

Page Two, Case 1222 Transcript.

062-There is one thing. We've discussed this; the family and my oldest boy, he's 15 now, this is a good topic for us, inter-family. Ah, if these were lights shining on out, I would think they were more outside than in, because if there were anyone inside this thing they would have been almost blind because the lights, if these were portholes, I'm saying, they would have to be almost blind because the lights were almost the same illumination as car headlights, although we didn't see any beams shooting out from them as you would on a car.

075-But the cone underneath seemed to be, well, what I'd seen in laser, except on a much grander scale, in a different light spectrum. Of course in a storm, lightning storm, you'll have heavy in ultra-violet, and a, which could have made a red appear black, or any color would be off-color. Maybe there is something here in a beam, you know, like a laser. I think there doing experiments with green lasers that actually support objects. Why not ?

192-161 trivia...

161-Another little injection here, it looked archaic, something out of Jules Verne...like a pickled metal, you know what I mean ? When a piece of metal is heat-treated, pickled ?...aburnished silver color. It looked like this, well, you'd almost say you saw the rivets on the damned thing (of course I didn't see any rivets) . It was so old-fashioned looking, not streamlined, straight up & down...the cupola with a little rooled edge on it. And ah, nothing ultra-modern that you would associate with space travel or something like this. I don't really believe the damned thing came from outer space, (laughingly). I mean, it doesn't ah....seem...

222-Usually there is an explanation, but this damned thing, there wasn't any explanation for me (laughing again), you know, it was there, solid.

219-The damned thing was sitting awful still, you know, to be...it moved in from the west or let's see, east, and then kinda stopped and started down. And so smooth and determined in its movements; it wasn't being affected by the storm any.

321-I'd say about 30' above the tree level...5-600 feet away, I'd imagine. I would estimate it about 30-40 foot. Of course I'm not very good on judging distances or size of objects. I overestimated because I thought it was landing or going down in a field which was just on the other side of the

Page Three, Case 1222 Transcript.

woods, is an open field. So I speeded up and went up there and it had went down into the woods. So I had overshot my estimated there. We slowed down and watched it almost to a stop. I'd say three or four minutes. All the time we had good lighting from the lightning. Of course, I'd say it was ultra-violet and this does make the colors....screws up the colors. It changes the shades heavy ultra-violet.

385-I still kinda contend that it's not extraterrestrial, it just doesn't look like, course I don't know what extraterrestrial looks like, let's face it. But, something, you know you get a hunch like, that sure doesn't look like something from outer space.

400-But the thing that really intrigued me was the cone beneath it, the superdark cone, which wasn't solid, it was a beam or ray (I hate to say ray because it sounds like something out of Buck Rogers), a beam of some sort.

412-Light or nothing passed through it, but the edges of it were fuzzy. So, it was a beam of <sup>SOME</sup> sort. Like a reverse of a flashlight beam.

421-Now the bottom, now I actually never got that much of a view of the bottom of it. I couldn't tell you anything other than the outside edge, you know, it was saucer-shaped, inverted saucer, sloped down from the top. But, as I started to sweep around and get as much information, visual information as I could, I rejected everything when I saw the beam. I went right to it and I guess <sup>(I)</sup> studied <sup>(it)</sup> maybe too long.

432- We hardly said anything coming home. You could of heard a pin drop all the way home. So when we got home we all sat down and we all drew a picture of what we saw....everybody saw the same thing which was unusual I thought. Even to the roll around the top of the cupola, which fascinated me.

MUTUAL UFO NETWORK, INC.  
MUFON - Northern Calif. Div.  
P. O. Box 2132, Sunnyvale, CA. 94087

CA  
U40912-1973-0001

MRS. NORMA E. SHORT  
BOX 129  
STOVER, MISSOURI 65078

OCT. 15, 1973

SONORA, CALIF. DAYTIME SILVER DISC.

Donald Hardin, 31, of Ponderosa Hills and Guy Davis 20, of Tuolumne, near Sonora, Calif. construction workers for Steve Mackey Construction Co. were on their way to work at 6:30 A.M. on Sept. 12th. It was daylight, but the sun had not yet risen over the distant Sierra mountains to the east. About two miles east of Twain Harte on highway 108, as they rounded a gradual curve and passed a group of pine trees, Hardin, who was driving the 65' Chevy pickup, observed a large silvery disc object just hanging or hovering motionless and noiseless in the air over the canyon just off the highway to their right. The strange craft was only about 800 ft. away from them, appeared to be 75 ft. to 100 ft. in diameter like two plates facing together. The object was at about a 35° angle in the sky from the observers, just above tree top level. It was also tilted at an angle of about 30° hovering perfectly still as if suspended in space. It appeared to be slightly thicker at one end as compared to the other, but did appear to be of a definite "double disc" shape. It was glowing a slight golden-orange color around it's extreme edge. No windows, other openings, or protrusions of any kind were noticed. The two men gazed at the object for about twenty seconds, as they slowed down somewhat to look at it but did not stop. As they passed a grove of trees again, shutting off their view, they continued on around a curve to the next clear spot overlooking the canyon and pulled over to stop for a better look. At this location however, they could not observe the craft for the trees in the way, or as they later stated, it possibly moved out of sight from where it was when first seen. Two other witnesses also reported seeing the same object,--- a logging trucker and a cafe waitress's husband. Not wanting to be late for work, the two men continued on up the highway

PAUL CERNY

STATE DIRECTOR NO. CALIFORNIA

12 SEPT. 1973

SONORA CALIF.

TUOLUMNE COUNTY





SEE INSET MAP ON REVERSE

Recommended for autos only

UFO SIGHTING REPORT FORM

\*\*\*\*\*

This form is for the reporting of unidentified flying objects. It includes many questions formerly asked by the USAF and other investigating agencies, and additional questions to which answers are needed for full evaluation by the Mutual UFO Network. Complete the form, trying to answer as many questions as possible. If additional room is required, please use another sheet of paper. Upon evaluation by MUFON, this report may be published in SKYLOOK.

\* MUTUAL UFO NETWORK (MUFON)  
 \* Walter H. Andrus, Jr., Director  
 \* 40 Christopher Court  
 \* Quincy, Illinois 62301  
 \* Local Field Investigator's  
 \* Name Paul Perry  
 \* Address MUTUAL UFO NETWORK, INC.  
 \* MUFON - Northern Calif. Div.  
 \* P. O. Box 2132, Sunnyvale, CA. 94087  
 \* Phone No. 415-964-9658

\*\*\*\*\*

OBSERVER INFORMATION

Name Don Hardin  
Guy Davis Address Route 1 - Ponderosa Hills Phone 209-928-3320  
 City and State Tuolumne, Cal. 95379 Zip Code \_\_\_\_\_  
 Date of Observation SEPT. 12, 1973 Time of Observation 6:30 (AM) (PM)  
 Estimated Duration of Observation 20 SEC. (HRS) \_\_\_\_\_ (MIN) \_\_\_\_\_ (SEC)

Location of Observation (If known, identify nearest highways, buildings, villages, railroads, airports, military installations, power lines, and other known landmarks within 5 miles. Indicate North and position of observer.) Please draw a sketch to identify details, or attach a city or county map.

*Sketch on p. 5 →*

DATE Oct 15 STATE Cal. COUNTY Tuolumne CITY Tuolumne

ENVIRONMENTAL FACTORS (Check the appropriate blocks)

SKY CONDITION

- Clear
- Partly Cloudy *no*
- Haze or Smog *no*
- Overcast, Thick Clouds

TEMPERATURE

- Hot
- Warm
- Cold
- Cool
- Approx. Temperature

WEATHER CONDITIONS

- Fog or mist
- Light Rain
- Drizzle
- Moderate, Heavy Rain
- Thunderstorms
- Snow Flurries
- Sleet
- Freezing Rain
- None of the Above

WIND DIRECTION

- North
- East *none*
- South
- West

WIND VELOCITY

- Calm
- Variable *none*
- Light Breeze
- Strong Wind
- Gusty

Actual F.A.A. Airport Weather Observation

*Calm early morning*

TIME OF DAY: (Dawn) (Daytime) (Dusk) (Nighttime)

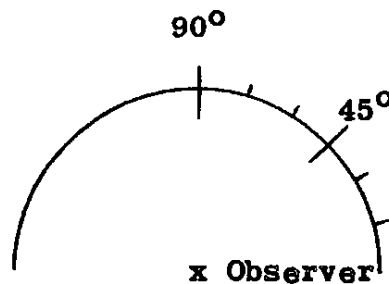
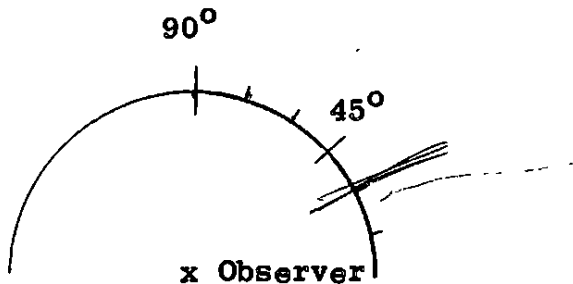
If observation occurred at Twilight or Nighttime, what was the position of the Moon as the observer faced the UFO? In front of To the right of  
Overhead In back of To the left of Don't know

~~The Moon was (not visible) (hidden by clouds) (had a halo around it) (bright);~~  
~~The stars were (not visible) (few) (many) (very many) (don't know).~~ *Daytime Dawn*

If observation occurred during daytime, what was the position of the sun as the observer faced the UFO? To the right of Overhead In back of  
To the left of Don't know

Show on the sketch below how high the object was above the horizon or skyline.

(A) When UFO was first observed. (B) When UFO was last seen.



If the observer was in a vehicle, what direction was the vehicle moving? east  
How fast was the vehicle moving? not moving - hovering

Describe vehicle make, year, model, and whether windows were open or closed.  
65 Chevy pickup windshield & right side window

Did the vehicle come to a stop at any time during the observation? Explain.  
no - just slowed down to obtain a better look.

If the object was observed while airborne, provide the following: type of aircraft, altitude, identification number, heading, speed, where aircraft flight path was in relation to the object, aircraft home base, position of any other aircraft, and if the object was reported to any air traffic control facility.

*None*

OBJECT DESCRIPTION

What was the observer doing at the time and how did the observer happen to first notice the object? (Indicate from which direction it appeared.)

On way to work, traveling eastward toward the mtns on highway 108 out of Sonora, Cal. noticed the object hovering over the canyon off to the right side of the road

Describe what was observed. (Include reactions/interpretations of what the observer thought the object was in relation to known phenomena.)

The object appeared to be a large silver colored disc 80-100 ft in diam. tilted at about a 35° angle just hovering or hanging over the canyon off the right side of the highway 600-800 ft away. It was motionless and had a slight yellow-orange glow around the rim. The sun had not yet ~~come~~ come up over the mountains to the east. Davis remarked at the time, "There's a flying saucer!!" Both expressed great interest and curiosity in the UFO and stopped the truck around the next <sup>turn but could not see it</sup> How did the object disappear from view? (Include direction when it disappeared.)

As they passed the next stand of fir trees and came to a pull-out area and "clearing" ahead a short distance, they pulled off the highway and stopped for a better look but either the trees back of them hid the UFO from their sight or it had left the area. They could not determine which. They proceeded on to work. again

OBJECT DESCRIPTION (Continued)

(If necessary, provide additional details on another sheet, or on the back of this sheet.)

Did the object:

Have any sound? no

Change brightness? no

Change shape? no

Change color? no

Leave a visible trail? no

Give off smoke or vapor? no

Drop anything? no

Break up into parts or explode? no

Move in front of or behind anything (cloud, building, etc.)? possibly no - witnesses they did (trees)

Appear self-luminous, dull finish, reflecting, transparent?

Appear to rise or fall while in motion, revolving, hovering?

Appear to stand still at any time? all the time

Appear solid, fuzzy, blurred, sharply outlined, a source of light like a bright star? blurred

Appear to flicker, throb, pulsate? no

Appear brighter than the sun, moon, car headlights, searchlight? no - daytime

Appear to frighten any animals, birds, livestock? Explain. no animals around

Appear to have any odor or heat emanating from it? Explain. no

Appear to disturb the ground or leave any physical evidence? Explain. no

several 100 ft in the air.

Interfere with the operation of the vehicle, radio, television, appliances? How?

no no no no

no interference noticed

How large did the object appear to be when compared with the following held at arm's length? (pinhead) (pea) (dime) (nickel) (half dollar) (orange) (plate) (basketball) (larger)

Estimate the distance from the observer to the object. about 800 ft.

Estimate the speed of the object when compared to a small or jet aircraft flying at the same altitude. none, was hovering

Was the object observed through any of the following? (eyeglasses) (sunglasses) (windshield) (window glass) (binoculars) (telescope) (other aid)

If there was more than one object, how many were there? (Provide details)

only one object.

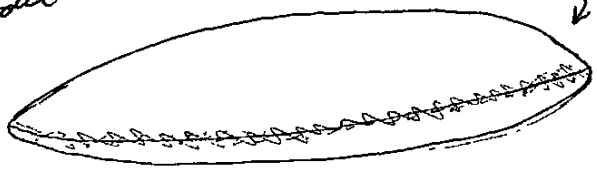
Provide a sketch of the object. Show its appearance, shape, color, motions, protrusions, exhaust or vapor trails, portholes or windows, light beams, and any other distinguishing features. (Include photograph of object if available.)

*no sound.*

*disc shaped about 80-100 ft.*

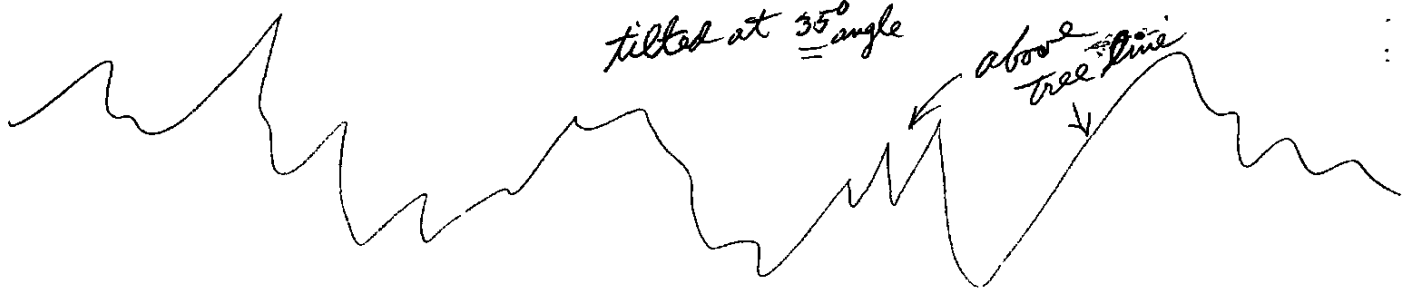
*thicker at this end*

*silver colored - gold or orange fuzzy rim.*



*tilted at 35° angle*

*above tree line*



**PERSONAL DATA**

Age 31 Occupation Carpenters Place of Employment Sonora Bldg Contractor

Wear eyeglasses or reading glasses no Education High School

Vision: (Excellent) (Good) (Fair) (Poor) Military Training high school jr college

Has the observer seen any other objects of an unidentified nature? (State pertinent details.) none

Has observer suffered any ill effects since the observation? (Physical or emotional problems, eye strain, headaches, scars, rashes, etc.) Was a doctor consulted? Explain. none

Provide names and addresses of other witnesses, if any.

waitress in cafe (husband)  
Logging truck driver  
names not known yet.

Was observation reported to any federal, military, state, county, local officials; radio or television; newspapers? State pertinent details.

Reported to Sheriff's office and local newspapers.

Observer has allowed permission to use his name in connection with this report ( )  
Observer has requested that his name be kept confidential ( )

9-29-73

Date of Interview

Don L. Gudin  
Guy Davis

Observer's Signature

Filing Date of this Report

Paul Conroy

Investigator's Signature

& Sid Drabkin

MO

US1003-1973-0002

### ABSTRACT

Reports of Unidentified Flying Objects (UFOs) from all over the United States and the Western Hemisphere were being made in record numbers during the month of October in 1973. Activity in the southeastern quadrant of the country was especially heavy. This paper reports on the Eddie Doyle Webb injury incident which took place on October 3, 1973, just as the October UFO flap was getting into full swing. It was a standard operating protocol for the authors to work together on the case. John Schuessler was the MUFON Missouri State Director at the time and Edward O'Herin was the State Section Representative for the locale where the event took place.

Director

### BACKGROUND

Eddie Doyle Webb and his wife Velma Mae Webb had worked for Sam Tanksley Trucking Co. in Cape Girardeau, Missouri, since June 1973. The physical exam for that job showed Mr. Webb's first need for glasses and he was given glasses for driving only. For the eight to nine months prior to June he worked for a service station in Greenville, Missouri. And before that, he worked for Trans-Fresh Trucking Co. in Cape Girardeau, but the company went bankrupt. He was driving for Tanksley when the incident occurred.

### MEDIA REPORTS OF THE INCIDENT

Eddie Doyle Webb, age 45, was a truck driver for Sam Tanksley Trucking, Inc. of Cape Girardeau, Missouri. He was assisted in his business by his wife Velma Mae Webb, age 47. Their home was in Greenville, Missouri. On Wednesday morning October 3, 1973, they were driving a tractor-trailer rig south on Interstate 55 in southern Missouri. It was nearly dawn (about 6:30 a.m.) as Eddie was driving the big rig just south of the Jackson exit at Wedekind Park when the UFO incident began. Mrs. Webb was asleep in the cab at the time.

Newspaper reports issued on Friday, October 5, provided a newspaper reporter's view of what had happened. *THE SOUTHEAST MISSOURIAN*, published in Cape Girardeau, Missouri, made the following statements about the incident:

"Mr. Webb told The Missourian Wednesday that he and his wife were in the tractor's cab heading for Tanksley (trucking lot south of Cape Girardeau) when he saw an unusual lighted object....."

"The large turnip-shaped object covered both lanes of the interstate and appeared to have three sections - the top and bottom made of aluminum and spinning while the center section was steady and comprised of glittering red and yellow lights."

"The driver said he awoke his wife who was sleeping in the cab, but she didn't see anything out of her rearview mirror. He stuck his head out of the window to look behind and seconds later was blinded by a bright flash which felt like a large ball of fire which struck him about the head and face."

"Mr. Webb was temporarily blinded, but later his vision began returning and he could see with blurred vision for about three feet."

The initial investigation of the incident was conducted by Sgt. Edwin E. Wright of the Missouri State Highway Patrol and Dr. Harley D. Rutledge, head of the South East Missouri State University physics department.

THE MISSOURIAN said that a pair of eyeglasses became the center of attention in the case. They reported that Dr. Rutledge had done a cursory examination of the glasses and found that the plastic frames were damaged by heat. Under a microscope, the plastic frame appeared to have been heated internally. He was quoted as saying: "I was quite surprised. It doesn't look like a hoax at this point."

Dr. Rutledge continued his statement with: "One thing which seems to substantiate Mr. Webb's story is that whatever struck his glasses did not come from directly ahead, but from slightly to the left. This is what you would expect from a person looking to the rear from a truck window." Further, he said: "The glasses which were melted and slightly twisted bear pit marks which resemble craters caused by bubbles coming from the inside of the plastic to the surface and then bursting."

In a similar story on October 5, the Cape Girardeau DAILY NEWS provided some additional insight into the case.

"In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 45, of Greenville, Mo., was blinded for several hours after the incident. He is recovering his vision, but intends to visit an eye specialist at Barnes Hospital, St. Louis.

"Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright light or aluminum object in the air behind him coming up real fast.



> "Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped.

"Mrs. Webb said her husband screamed, 'Oh, my God! I'm burned! I can't see!'

"One of the lenses of his glasses fell out of the plastic frame which was warped. Mrs. Webb, who serves as a relief driver at times, drove him to a hospital."

From Joplin, Missouri, the *JOPLIN GLOBE* quoted Webb as saying:

> "I don't know what it was. People want me to say it was a flying saucer, but I can't say that. I just don't know. I always thought people that saw those things were crazy. Now everybody thinks I am cracking up, but by God I saw something and it blinded me."

From Webb's home town, Greenville, Mo., the newspaper added more to the story:

"A truck driver hit in the face by what he believes may have been an unidentified flying object went to an eye specialist Friday to find out if his vision will ever be fully restored.

"'I can see about eight or ten feet in front of me, that's as far as I can see.' Eddie Webb complained. 'I can't read anything.

"Webb said that for several hours after he was hit by what felt like a hot flash he couldn't see at all, and then his vision started improving but stopped suddenly.

"'That's what's got me worried,' he said in a telephone interview. Webb said he was driving a tractor-trailer rig on Interstate 55 about dawn Wednesday when he glimpsed 'a big old turnip, except silver' in his rear view mirror.

"'I turned around to look and something hit me in the face and I didn't see no more. It just felt like a hot flash, like a hot wind.'

"Webb said the reddening and blisters on his face were starting to clear up but he was puzzled at the way the 'hot flash' warped his eye glasses.

> "A physicist at Southeast Missouri State University who examined the glasses said it appeared that heat had melted plastic inside the frames, causing bubbles to well up and break on the surface. Dr. Harley Rutledge, head of the school's physics department, said 'Some type of electromagnetic radiation pulse<sup>0</sup>--like a radar beam or an X-ray--could possibly explain the odd heat effect.'"

## MUFON INVESTIGATOR ASSEMBLES THE EVIDENCE

MUFON investigator and practicing Attorney at Law Edward F. O'Herin went to Webb's home in Greenville, Missouri, on October 27, 1973, to interview Mr. and Mrs. Webb.

Ed summarized his observations of the witnesses in a letter to the MUFON International Director, Walter H. Andrus, Jr. on October 31, 1973, where he stated the following:

"I have been evaluating witnesses for thirty years, and you have to do it constantly in Court and in all matters which may end up in Court. A lawyer never knows whether a witness is telling the truth or not, and sometimes you are completely mistaken about a witness. I will say that Eddie Webb is telling exactly what happened to him and what he saw. If this was a hoax, it is the best that I have ever heard about. He is intelligent though he does not have much education. He is an active member of a strict Christian church. While I did not take a statement from his wife, I talked to her at length, and she confirms everything he says.

"I am unable to see any way in which these people are trying to profit or gain publicity. They have dodged all publicity, and the pictures of them on television in St. Louis were made in the hospital by surprise and without their consent, though they may have answered questions.

"I have Mr. Webb's permission to give copies of this statement to you, John Schuessler and Dr. Hynek, and Mr. Webb said the statement could be used by any serious type of UFO investigator, but he does not want anything to be given to any news media. He told me that maybe he made a mistake by not telling everything he knew to the news media, or maybe he should not have told them anything. I told him it would not have made any difference, that the news media would have confused the matter either way.

"Eddie Webb requested that the name of his doctor in St. Louis not be used. I have the name of the doctor and his address, but Webb said the doctor was very put out at the press, and wanted nothing to do with them. Based on the facts that Webb and his wife gave I would think that the doctor did find objective evidence of an injury.

"There is the interesting question as to how Webb's employer will report this matter under workmen's compensation insurance coverage which the employer had. Webb says that he does not know what they are going to do nor who will pay what must be a several hundred dollar medical and hospital bill in St. Louis. He also tells me that his doctor entered him into the hospital under an assumed name because of the constant trouble being caused the doctor and the hospital by the press."

## HIGHLIGHTS OF THE OCTOBER 27, 1973 INTERVIEW

The following statements are verbatim as given to Ed O'Herin by Eddie Webb as he described the event that took place about 6:30 a.m. on October 3, 1973. It begins with a general statement about the event, followed by answers to specific questions about the incident.

We had loaded our truck in Parkersburg, West Virginia, on the 2nd of October, me and my wife, we drive together and we relay on the same truck. It was about 6:30 the following morning which was on the 3rd, and I was driving on I-55 south. I have just passed the Jackson Junction and was headed for the office at Tam Tanksley's Trucking lot south of Cape Girardeau near the Airport exit. At that time of the morning something was coming down the road without any headlights on, behind my truck, which was gaining on the truck pretty rapidly.

My wife raised up in the bunk and asked me where we was at. After I told her we was almost to the truck lot and since we was getting close to the truck lot for her to get up and we would eat before we went down to the office. So she got out of the bed and put on her shoes.

I noticed something was following me. The lights were beautiful and they were bright, they were the color of a rainbow but much brighter. I told her to look out her mirror because something was gaining on us at a very rapid speed. She looked in her mirror, but it was a foggy morning, just breaking daylight. She made the remark that she couldn't see anything. So, I looked in my mirror and by that time it (UFO) was already caught up with me. There was a bright light like a landing light or a spotlight shined on the rear wheel on the left end of my trailer. That made me suspicious and I guess frightened. I couldn't see what it was in the mirror, so I stuck my head out of the window which was already rolled down to get a better look at what it was. What it was I don't know. I couldn't identify it no way except it was shaped like a turnip or a top. It was silver and had rainbow lights across the center of it. It looked like the bottom half and top of this machine might have been spinning.

> I was seeing a little over half of the object sticking around the left side of my trailer which was on a four lane drive and it was taking up both lanes of our side of the highway. Almost half of the object was behind my rig. At this time when I stuck my head out of the window I just got a glimpse of the object and something like a red flash of fire hit me across the face and forehead. At that time I didn't see no more because I went blind.

> I put on my brake on my truck and set it down immediately because I thought the lights and everything had went out. The motor was dead on the truck, but I don't know whether the object killed the motor or whether me putting on the brakes so rapidly and setting it down so quickly killed the motor. I told the wife that the lights had went out

and I flickered my headlights on a time or two. She said the lights were burning and that there was nothing wrong with them - it was me.

S> So my eyes were burning and I was hurting with pain. She told me I must have went "off my rocker," to get in the bunk and let her drive. so that I did. When I pulled off my glasses I noticed, I felt that one lens of my glasses was missing. I laid them on the "dog-house" and crawled in the bunk with my shoes still on. I told the wife that my eyes were hurting, that I probably got glass in my eyes, but she told me that the lens wasn't busted, that they had just fell out. Later they found the lens of my glasses in the floorboard of the truck.

I was driving a '73 Peterbilt with a 40-foot Dorsey trailer refrigerated unit. The refrigerator was not running because we had on raw plastic. It was a common load that we haul every few days.

And as I said, I just looked over my shoulder and out the window to get a better view because it was foggy and I couldn't believe what I was seeing in the rear view mirror.

I told my wife to get me to the hospital as soon as possible in the rig; but she told me she could not make those turns into the hospital at Cape and it was only a short distance to the office, so she would continue there and then take me into the hospital in our pickup truck which was parked at the parking lot out there. Before we got to the yard one of the other drivers who had arrived earlier at the lot come up to talk to the wife. He told me he thought he should get hold of the dispatcher and have an ambulance called because she was in no condition to drive me to the hospital. Something just might go wrong. So that is what they did. They got the dispatcher which lives next door to the office. He called the ambulance and they took me to the hospital in Cape Girardeau at that time.

Unknown to me someone had reported it to the State Police. The newspapers all showed up at the hospital to see what really happened. What happened after that I don't really know.

I had taken treatments at the hospital and later seen a doctor in Cape Girardeau. Then they moved me from Cape Girardeau to St. Louis to another doctor who was supposed to have been a specialist in these things. He checked me out and entered me in Barnes Hospital in St. Louis. We spent about seven days in Barnes Hospital in St. Louis and was released. My eyes is getting better. I should go to work within about three weeks, as soon as I get my glasses rebuilt. My eyes is not as good as they were before, but only about 15 degrees off.

#### QUESTIONS ARE ANSWERED

The October 27, 1973 interview continued with an extensive question and answer session. The questions as posed by Ed are marked with an (E) and the answers by Mr. Webb by a (W).

(E) Mr. Webb, at the time that you first noticed anything unusual when you were driving down the interstate there did you see lights at some distance behind you that were gaining on you?

(W) They were about a mile behind me when I first seen them.

(E) What kind of light were they when you first saw them?

(W) I would say they were the color of a rainbow only much brighter. There were several colors in there: red, yellow, orange, maybe some blue mixed with it; but they were much brighter than any lights and much prettier than any lights I had ever seen.

(E) Were these colored lights in bands of color or were they round lights together or how did they look to you?

(W) No, they just looked like they was all running together. The lights wasn't separated, there was no blanks in between them. They just made a long row of them, maybe a foot wide and clean across the two lanes of the highway.

(E) Now you were on I-55 there and that road I believe is two concrete lanes south and two concrete lanes north and divided by a grass median. Is that right?

(W) That is true.

(E) Was that a point where the road is flat or were there any grades or hills right there?

(W) No, there was a hill behind me. I was going down hill gradually, not speeding. I was going down hill when I first noticed them. It was about where I figured lights would be coming over the hill.

(E) Now you said you had just gone past the Jackson intersection. Can you describe that intersection? Is there an exit there and which one is that? Is that north of Cape and where does the other end of that road go there?

(W) One goes to Cape Girardeau coming in from the north end which would be the old (route) 61. The other one goes to Jackson, which is the old 61. I don't know how far I went south of there, but the best we can see from looking at the scene is that it would be between 61 exit and K Junction, along about where there is a bridge going overhead where there is no exit - there is a gravel road.

(E) When you first saw the light how far would you say you traveled before they got right up to you and this light blinded you?

(W) Well, from the time I seen the lights I figure it wasn't over three minutes at the most until I had the truck stopped and I couldn't see.

(E) Was there any other traffic on the interstate going in your direction or in the opposite direction?

(W) I hadn't passed no trucks. I had met a car just north of the intersection. The wife said after she had started driving, after it was all over with she did not look around or get out or nothing. She said that all she wanted to do was get clear of the spot where it happened. And she said that she had already got the truck into high gear and was straightened out good and rolling down the highway when two other cars, and I believe, a small truck passed her. But she said it was a trailer truck and two small cars.

(E) They were going the same direction that you were going. Is that correct?

(W) That is right.

(E) Now, can you tell me whether or not you saw this object or any of the lights or did you see anything after you were hit in the face with this light?

(W) No everything was dark to me then.

(E) To go back to the entire time when this was happening, was it overcast or foggy or was it completely dark at this time of the morning?

(W) It was still dark and it was foggy, not real bad foggy, but it was foggy. You couldn't see too much in your rear view mirror to tell what anything was.

(E) Now you had seen these lights in your rear view mirror as it came up on you and as I understand you you could see that the lights were gaining on you. Is that correct?

(W) That is true.

(E) And did all of this transpire over possibly three miles you say?

(W) Oh, I would say it would be a little over a mile behind me when I first seen the lights.

(E) Now did you get a look at this object by turning and looking over your shoulder and seeing it other than just through the rear view mirror?

(W) Yes, I seen it in the rear view mirror, but I couldn't believe what I had seen because I never did believe in anything like this. But I did turn around and look over my shoulder and stuck my head even out the window to get a better look at it while it was right at the tail end of my trailer.

(E) And what did you see other than lights at that time in the way of an object? Could you describe it for me again as to how high it appeared to you or how wide. I believe you describe that with reference to the width of the two lanes, southbound there. Can you add anything to that?

(W) I would say it would be about thirty feet across in diameter, maybe 6 or 8 feet high because I was seeing over half, just a fraction over half of the object and it was shaped sort of like a turnip or a top and it was silver. I just got a glimpse of the body of it being silver, outside of the lights from the glow of the lights, but as I say it didn't last long enough for me to really know what it was because I didn't get a chance to look at it that long before I was blinded.

(E) How high off the ground would you say the bottom of this object was?

(W) I would say the point of it was just barely skipping the ground because the lights was only about five foot above the ground. So it wasn't clearing the ground, the bottom of it very much.

(E) And you say from top to bottom you estimate that it was maybe eight feet?

(W) Yes sir, six to eight feet.

(E) Now were you clearly able to see this silver part of it and to determine that it was an object and that had or appeared to be solid or did it just seemed to be a band of lights or a glow that looked silver? Or could you see that it was appearing to be a solid object?

(W) No, as I said I didn't get a chance to look at it very close, but it did appear to be a solid object, just silver or metal like a tank or something like that, that had been painted silver.

(E) Besides the band of colored lights, could you see any points of lights or any beam? I believe you said something earlier in this statement about something that looked like a landing light. What were the lights, if there were any other than the colored rainbow type lights?

It> (W) Yes, there was one other light. It looked like it, when the thing got up to the back of the trailer, just before I stuck my head out the window there was a light that looked like a spot light or landing light that shined right down on the pavement beside my trailer that showed up the rear tires of the trailer, part of the pavement and at that time it looked like the thing was just rising up to clear the back of the trailer.

(E) Was that a white light - the beam that was shining down towards your left rear wheel?

(W) Yes, it was a white light.

(E) Now when something hit you in the face were you able to see if that was a beam of light that shot down there and what color it was or was it something like a ball of fire that just appeared at your face, or what did that all seem like just then?

(W) Well, it wasn't a solid object, it was just like a flame that went across my face. It was just a yellowish-red flame twice as big as your fist, something like that. It just felt like somebody had taken a torch and just whacked it across my face. It was not solid.

(E) You didn't see this light just come from the object like a search light beam or in any other form. Is that correct?

(W) No, I didn't see it come from the object. When I looked back it just seemed to be right there in my face when I first noticed it.

(E) Were you able to see anything else about this top-like object such as any domes or portholes, doors, or any antenna on it, anything else that you can add to this description?

(W) No, I did not. I just seen the bulk of it and the lights and I was blinded. As I said, everything happened within about three minutes or less.

were > (E) From the time you first saw these lights until you were hit in the face, what did you do as far as the speed of the truck was concerned? About how fast were you traveling? Did you accelerate or slow down or what?

(W) No I didn't accelerate the speed of the truck. I was running approximately 55 or 60 miles per hour. I didn't change, slow up or increase speed until I was hit in the face.

(E) You were wearing glasses at this time as I understand you. Would you describe those glasses and tell me what you wear them for? You usually wear them when you are driving.

(W) I never wore glasses before until about three or four months ago. When I went to work they told me that I did need glasses to drive to see at a far distance, but I never did have to have them to read. As far as describing the glasses, what they look like now, my wife would have to do that because I have never seen them since the accident.

(E) Now, when this light went across your eyes did you immediately put on the brakes and hold the wheel straight or try to pull over and could you see at this time? Would you describe just how that was.

(W) No, I couldn't see anything. I just put on the brakes, I knowed that I had two full lanes there and I just stopped it. My wife said the



truck was not completely straight, but was almost straight on my side of the road. I just sat the truck down as soon as possible to keep from wrecking it.

(E) When you stopped, as I understand you before, the engine was dead on your tractor, and I believe you said you wouldn't be certain whether this <sup>was</sup> was because of your stop or if the engine had been killed some other way. What kind of engine did you have in here, gears and so forth? In other words, if you just sat down on the brakes without shifting the gears or doing anything else, would this kill your engine?

(W) Yes, I was driving a '73 Peterbilt and that has a 350 horsepower Cummins in it with a 13 speed transmission. And as I said I was scared and I couldn't see, so I don't really recall whether I pushed on the clutch or not. I know that I put on the brakes and stopped as soon as possible. It was a complete new rig and the brakes were adjusted perfect on it. The rig sat down as I said, I don't know whether I pushed on the clutch to stop the rig or not. The wife said that she thought I had killed the motor myself. It had stopped too fast without throwing it out of gear or anything. I thought the lights were out on it, but she said that the lights were burning good. And she drove the truck on to the lot and the truck was thoroughly checked and they couldn't find nothing wrong with the truck whatsoever.

(E) Well when this happened, when this light hit your eyes were you able to see anything at all, and when you say you thought the lights were out by that you mean you couldn't see the headlights on your own truck. Is that what happened?

(W) That is right. I couldn't even see the light of my own headlights. Because that was what we found when we found out that I was actually blinded, at the time of the accident because I couldn't see my headlights, but my wife was setting beside me and she did see them and they was working good she said.

(E) Were you able to even see the steering wheel and the inside of the cab?

(W) No, I wasn't able to see anything at that time. The first time I seen anything was about nine o'clock that morning when I could see my hand, about eight inches from my face and my eyes gained slowly for the first two or three days. That was a Wednesday morning. That afternoon I could only see about three foot ahead of me and the following Friday I couldn't see much more than when I went to the hospital in St. Louis. On the following Sunday I could see from 12 to 15 feet ahead of me.

(E) Did you have any trouble seeing colors in the next several days after this happened.

(W) I couldn't say on that. They gave me an eye test, but I don't remember all of that part of it.

(E) Well you don't remember everything when you begin to see a little you wouldn't say everything was black and white. It looked somewhat normal I take it.

(W) Well my wife just made the statement that the doctor said I was having trouble with seeing colors when they was giving me tests throughout the week that I was in the hospital.

(E) Now let me ask you this. At the time that this happened you were driving and this is a sleeper cab. Is that right?

(W) That is true.

(E) And was your wife in the bunk asleep when you ~~first~~<sup>e</sup> first saw these lights behind you.

S) (W) No she wasn't in the bunk asleep when I first seen the light. The office opens at eight o'clock. She asked me where we was at and I told her that we was entering Cape Girardeau and if she wanted to get up. She said, well let's just eat at Rhodes before the truck lot opened. So that is why she got out of bed. she had just got up and probably she was still sleepy. She had just got up out of the bunk and got her shoes on when I first noticed the light.

(E) Now you asked her one time as I recall it you said if she could see anything and I believe she said she looked in the rear view mirror on her side and said she couldn't see anything. Is that what happened or how did it happen?

(W) Yes, she said she couldn't see anything in her mirror. Of course, anybody that knows anything about tractors and trailers mirrors are set for the driver to see both places through both mirrors and if the wife looks in her mirror when she is setting on the shotgun side of the truck she has to lean forward to look in the mirror, but as I said it was a foggy night or morning and she said that she didn't see the lights at that time and when she looked over at me I had already seen the lights gained up on the truck and looked out and when I screamed well she turned around and looked at me. Then she had to start driving because I couldn't see to drive. I couldn't do nothing then except get in the bunk. I have got in and out of the bunk so many times I know the truck like I know my own home.

(E) When this light hit you did you feel any pain right then, or have any other unusual experiences such as did you feel that you had any loss of memory even if it was short or you blacked out for any period, anything that happened? Can you tell me what all you remember?

(W) No, I didn't have a black out spell or nothing like that except that I couldn't see and I hurt upon each side of my head. I had a welding burn or something like. I used to weld a lot and I know you have headaches if you happen to strike an arc without your helmet down

and that is the way I felt only it burned much deeper. It just felt like I had had an arc burn actually. My forehead was scorched and some of my hair and they said my glasses melted and warped but actually the main thing I don't think I blacked out at all. In fact, I know I didn't because I got out from under the wheel and crawled right into the bunk so that she could drive and keep us from being hit by some other traffic that might come by.

(E) Did you hear anything at any time this object with the lights on it that was around there?

(W) The only thing I heard was a small humming, a humming noise just like somebody humming a tune or something, just a very light noise, just practically no noise at all, just a hum-m-m like that, like a whiz or something.

(E) Was that humming noise steady or did it rise and fall? How would you describe it that way?

(W) No I didn't hear the humming noise until it was right up at the back of my trailer. Just before I stuck my head out of the window is when I heard the humming noise and it seemed like it got louder as I stuck my head out the window.

(E) As I understand you, you have no idea of what became of this object after you were blinded.

(W) No, I don't have no idea. My wife said she didn't look around, she didn't do nothing except get in under the wheel and take off and she said she wasn't going to get out and examine anything. All she wanted to do was to get out of there.

#### WEBB'S MEDICAL HISTORY

According to his doctor Mr. Webb had a good medical history. His records show the following:

- o He was in the service in Okinawa in the early 1940s when he was struck by a truck. He suffered a break of the right arm and a twisted neck. He had a normal EEG at that time.
- > o In the early 1950s he had an irregular heartbeat. It was diagnosed as a mild coronary. He was on medication only for a short time.
- o He avoided the use of tobacco or alcohol.
- o He has experienced welding burns to the eyes/face in the past.

### POST-INCIDENT EYE EXAMINATION

An eye examination was conducted in Cape Girardeau on October 5, 1973. Results of that examination are as follows:

VA sc OD CF 6' slowly  
OS CF 4' cannot see 20/200 letter clearly at 3'  
near vision 20/800 OU

Can count Worth 4 dot lights at 6' but beyond that lights all blur together.

> Retinoscopy: OD -0.25 OS -0.50

Pupils: 4 mm. OU, react briskly D & C and to accommodative target  
No Gunn pupil reaction.

External: > May have slight nontender erythema above bridge of nose.  
See no evidence of singed eyebrows, lashes or hair. No  
> distinct evidence of facial burn. His conjunctiva are  
clear. Early interactive uninflamed pterygia nasally  
OU.

EOM: > Full ROM without nystagmus. Good OKN response at 3' with  
tape H & V. 5 delta BD OD produces diplopia. Has quite  
good pursuit movements to a pen, no ocular dysmetria,  
normal Bell's phenomena and corneal sensation intact.

Slit Lamp: Corneas clear without staining or scars, no AC reaction,  
lens clear OU. No anterior vitreous reaction.

Tension: 15 OU (appl.)

Fundus: > Dilated, direct/indirect, Hruby lens; OD - disc has good  
color, cup, and margins. Slight crescent inferior  
temporally. Vessels look normal. No foveal reflex but  
no macular edema. 2 small cholesterol crystals inferior  
to nasal to macula. OS - similar picture. No  
hemorrhages, burns, edema, etc. Absent foveal reflex.  
Periphery okay.

Confrontation fields: Symmetrical generalized constriction OU. Field  
enlarges on increase in test distance.

Impression: 1) Bilateral severe reduction in vision both eyes,  
undetermined etiology.  
R/O 1) retinal damage ? type  
2) retrobulbar neuritis  
3) conversion hysteria/malingering  
4) cortical blindness, incomplete

### WEBB IS ADMITTED TO BARNES HOSPITAL

Mr. Webb was admitted to Barnes Hospital in St. Louis Missouri, on October 7, 1973. Initial blood studies showed elevated SGOT. On repeat, studies showed decrease in that, but elevation in SGPT. Glucose tolerance test was positive for early diabetes. Brain wave was interpreted as normal. VFR showed bilateral low amplitudes nondiagnostic. The doctor was able to produce stock page optokinetic nystagmus and also did 1 and 2 meter target screen fields, which showed malingering or hysterical response. Static perimetry was also done and showed rather remarkable coincidence of the borders on the 180 meridian with the plain Goldman fields.

During his hospital stay he developed a chalazion left eye which was excised and drained. He was placed on Geramycin drops. He also developed abdominal pain and was seen which cleared without any treatment.

Skull films showed a small metallic fleck above his right temple and radiolucency which may be air behind the left maxillary sinus.

Mr. Webb was discharged from the hospital on October 12, 1973.

### FOLLOW-UP EXAMINATIONS

An office examination on October 19, 1973, showed some improvement. His wife told the doctor that Mr. Webb's eyes had been redder than usual, but he had used up the drops prescribed for his left eye. The doctor observed a 2 mm scar on the right temple overlying a small piece of metal detected on skull x-rays. This was thought to be the result of an old process and not a part of the burn incident. The stye was clearing nicely; however, the eye was still moderately infected in the area of the excision of the chalazion. He was to continue to use heat on it. Results of this eye exam were as follows:

VA sc OD 20/60- OS 20/70- Manifest: OD -0.75 = 20/50, OD -1.00 - 20/50+1. He was able to read 20/40-1 binocularly.

Slit lamp. Fundus: Normal OU.

Goldman fields continued to show inconsistent responses.

In an office visit on October 26, 1973, Mr. Webb said his vision was much better and he was anxious to get back to work. The stye had cleared and his eyes were white. Slit lamp and fundus examination were normal. Goldman fields showed definite improvement, but still some generalized constricton to smaller test objects than in the previous test. He was released for work as soon as he could get his new glasses. The results of his examination showed the following:

VA s OD 20/30+1 OS 20/25+2. Manifest: -0.50 OU = 20/20 OU.

Ophthalmologic diagnosis: deferred. Unable to differentiate between:

- 1) Conversion hysteria
- 2) Malingering
- 3) UFO contact causing physical or psychological response secondary to questionable low frequency microwave exposure.

#### **WORKMAN'S COMPENSATION CLAIM**

On June 25, 1974, Edward F. O'Herin, Attorney at Law, filed a Workman's Compensation claim on behalf of Eddie Doyle Webb. The document was filed in Jefferson City, Missouri, to the state Department of Labor and Industrial Relations. The statement of how the injury occurred, as filed, stated:

"Employee was driving employer's truck engaged in long distance hauling during early morning darkness when object traveling in a southwardly direction along I-55 and proceeding towards the rear of the truck employee was driving; lights on this object attracted employee's attention and because of the close proximity of the large object, which appeared to be some type of vehicle, employee looked out of cab window at object at which time employee was struck in the face by blinding light or flame which damaged his eye glasses and injured his eyes.

#### **THE ATTORNEYS GO TO WORK**

Attorneys Edward F. O'Herin and H. Max Hilfiker worked on behalf of Mr. Webb to recover medical expenses and the Travelers Insurance Company on behalf of Sam Tanksley Trucking, Inc. to deny recovery.

In a memorandum in defense of Employee's claim for compensation after the claim was heard on January 15, 1975, before the Industrial Commission Referee in Cape Girardeau, Missouri, Travelers Insurance and Sam Tanksley Trucking urged that the claim be denied on the basis of lack of credibility in the account of how the injury occurred, and because the injury did not arise out of the employment of Eddie Doyle Webb. Travelers summarized their position in their four page memorandum.

#### **> EDWARD F. O'HERIN RESPONDS TO THE MEMORANDUM**

Attorney Edward O'Herin cites the Travelers Insurance Co. position and responds to it in depth as noted herein (verbatim):

The employer's position would appear to be that the injury sustained by Webb did not arise out of his employment and was not in the course of his employment, and further, that there is a question of credibility, the effect of which is that Webb's evidence makes this an unidentified flying object case, and on the basis of credibility the Referee should give credence to Webb's testimony because Travelers knows that UFOs do not exist.

The employer's memorandum discusses lightning cases, and these cases are not controlling with facts in this claim.

It is also the fact that there is no reason to attack Webb's testimony on the basis of credibility other than that Travelers feels that there has never been any objective evidence that UFOs exist. The latter is dependent on what you might call objective evidence, and it is not true that there has never been any evidence that UFOs exist.

There have been thousands of witnesses from all parts of the world over a period of many years who have given eye witness descriptions of phenomena that they observed which appeared to be some type of flying object. This is eye witness evidence that is of the same caliber as evidence that is accepted in courts every day in the United States for criminal convictions and civil judgements.

It is no answer to this eye witness evidence to take the position as does Travelers that these eye witness reports cannot be true because "we know that UFO do not exist," or, "UFOs do not exist because we do not believe that they exist."

The argument by Travelers is that there is no "objective" evidence. This of course raises the question as to what does Travelers consider objective evidence to be.

There is a great deal of evidence from all over the world that can be connected to eye witness accounts of such objective evidence as broken trees, damaged and destroyed aircraft, burn marks, chemical marks, and other types of marks on soil or grass or weeds, and other types of objective evidence. In Cape Girardeau, Missouri, Dr. Harley Rutledge, a physicist with the Southeast Missouri State University, has made tests with scientific instruments which should meet the standards of any objective evidence tests raised by Travelers (Ref. "Light Flashes in the Sky." in *PHYSICS TODAY* - September 1974.)

Whether or not Dr. Rutledge's investigations and observations established that he was dealing with "objects" would depend upon the definition of object. His observations did establish that he had observed with instruments the movements of lights in the sky, and Travelers would apparently take the position that these were not objects, and presumably would take the position that this is not "objective" evidence because they apparently feel that we should assume that if you see a light but cannot establish that there is some type of solid object to which the light is attached, that there is then an assumption that lights seen to be moving in the sky must not be attached to any object if you rule out any such confirmed and familiar objects as aircraft. Dr. Rutledge discusses all aspects of this matter in his report.

Contrary to what Travelers argues, which appears to be the standard television or news media approach consisting of ridicule by "disc-

jockey" types of writers or news commentators, many eminent scientists with unimpeachable qualifications from "hard" scientific disciplines such as astronomy, physics, engineering, astro-aeronautics, and many others, are convinced that UFOs do exist. Articles and statements by some of these scientists are provided.

Travelers states that this is clearly a UFO case, apparently with the idea that if they take this approach that the claim of Eddie Webb will be denied on a sort of ridiculous basis or a basis of ridicule.

It is the claimant's position that there does not need to be any question raised about "flying saucers" or UFOs, and Eddie Webb never at any time said that he was injured by a "flying saucer" or a UFO. His testimony was to the effect that some type of object came up behind his truck and thereafter a light beam was projected from the object toward the wheels of his truck and at that time there was a flash of fire or light in his face.

Under this testimony it could be that there was some kind of wheeled vehicle behind his truck of a type that he had never seen before, and perhaps he didn't see the wheels. It could be possible that it was some type of "air cushion" vehicle that was coming down the highway behind his truck. Claimant does not raise these issues in order to make this case bizarre, but simply to show that it does not follow from the evidence on behalf of claimant that this has to be a UFO case as Travelers state in their memorandum.

Further, if it is assumed that it was a UFO it should not make any difference under the Workman's Compensation Act. Because UFO has commonly been associated with "flying saucers" it is necessary to consider what UFO stands for. It is simply unidentified flying object, and that is a simple precise definition that does not need to raise any connotations of "little green men" or "visitors from Mars or Venus."

This writer, an attorney for Eddie Webb, after considering Webb's testimony did not undertake to make this case a UFO story. However, the UFO argument should be met head on by the Referee, the Industrial Commission or the Courts.

There have been, as mentioned above, many learned scientists who have given their considered opinion that there is strong evidence to support a conclusion that there are some types of unknown objects moving through the earth's atmosphere that cannot be identified, because of their physical characteristics as observed, as being any known machines or aircraft originating on Earth.

This claim should be treated just the same as was the claim in *Morrow vs. Orscheln Bros. Truck Lines*, 151 SW 2d 138, which involved an injury to an employee who got dirt in his eye from a passing automobile. In that case the Court held that since the employee was on his employer's business and was injured when he got dust in his eye as a



vehicle passed him, there was an accident arising out of and in the course of his employment if it was shown that the passing vehicle caused the dust to arise that got into the employee's eye.

It is not possible to say, as Travelers does, that Eddie Webb sustained an injury that did not arise out of his employment because he was no more exposed to any danger than was any other member of the public. This argument would appear to be premised on the basis that since Eddie Webb was injured by a UFO, as Travelers says we must find, that therefore this was similar to some of the "lightning cases" where it was found that the employee was not exposed to the lightning because of his employment but was in no more of a position of danger than any member of the public.

This argument will not hold up in the Eddie Webb case because he was driving his vehicle where he was supposed to be on his employer's business driving down the highway nearing the employer's terminal and the end of Eddie Webb's run. While driving his vehicle on the Interstate Highway he observed something approaching the rear of the trailer which he was pulling. His duty would be to concern himself with the safety of his cargo and his employer's equipment, and when he observed some type of object rapidly approaching the rear of his truck, he attempted to observe it in order to determine what he could do to avoid a collision or any damage to his truck and trailer with or without a collision. Whatever it was that approached the rear of his trailer appeared to be in a position with reference to the traveled portion of the highway where there was a possibility of danger to Webb's truck and trailer. In order to better see what was happening Webb looked back and saw a beam of light projected from the object that was following his trailer and the beam of light was directed at the left rear wheels of Webb's trailer at which time there was a flash of "fire" or "blaze" of some type in Webb's face which blinded him.

Traveler's argument would seem to be that if there was such a thing as a UFO, and if it was traveling along and above the highway behind and in close proximity to Webb's truck, that this does not meet the requirements of "arising out of and in the scope" of Eddie Webb's employment, because Travelers does not think UFOs, if they exist, have a right to be on the highway, or if they have a right to be on the highway they are a danger to all the public, just as if lightning, and had nothing to do with Eddie Webb performing any of his duties as a truck driver.

This argument does not stand up and can be clearly distinguished from the "lightning" cases for the reason that if any type of vehicle which would not be beyond Travelers' imagination would threaten to collide with Webb's truck, it would clearly be a situation which was "arising out of and in the scope" of his employment as a truck driver. The only distinction that Travelers can make is that, No. 1, UFOs don't exist, and No. 2, if they do exist they are a general menace to the public and

> if they endanger trucks, it has nothing to do with a comparable situation involving any other type of vehicle, or danger to the truck.

> The injury received by Webb clearly was caused in an accident that arose out of and in the course of his employment as a truck driver driving his employer's vehicle down the highway. See: *Smith v. Levis Sukewski Marc. Co.* 14 SW 2d 480. The accident took place when whatever object was behind the truck projected a beam of "light" which caused a flash which damaged Webb's face and eyes.

> While there is speculation among scientists as to what may propel UFOs, if some of the unknown phenomena which have been observed in the skies are UFOs, there is a substantial amount of scientific agreement that if the propelling system is some type of anti-gravity system having to do with magnetics and electric energy, that there may be emitted certain types of ultra high electromagnetic waves which can cause injury to humans and animals. In this respect, excerpts from an article by three Czechoslovakian scientists ("Electromagnetic Fields and the Life Environment." *San Francisco Press*, Page 11) report effects in the nature of injuries which are startlingly similar to the complaints by Eddie Webb and subjective findings of the doctors in St. Louis.

We could perhaps assume that Mr. Webb had read about these injuries and consequently, since his testimony is incredible according to Travelers, that he faked this entire incident.

> Travelers also raises the question as to the mental or emotional statement of Mr. Webb's mind, and says that he probably imagined this event. This raises a question as to whether or not Mr. Webb has sustained any psychiatric damages as a result of this compensable accident. While the injuries in this case have been bifurcated, it can still be pointed out that there was substantial psychiatric observation and study of Mr. Webb while he was in the hospital in St. Louis, and the conclusions by the psychiatrist create a question as to whether or not he has sustained psychiatric damage as a result of the accident. <

This could be established by further psychiatric evaluation on Mr. Webb's behalf.

> With reference to <sup>the</sup> argument the heat sufficient to melt the eye glasses would have more severely burned Webb, refer again to the article "Electromagnetic Fields and the Life Environment." The article describes electromagnetic radiation. It is similar to the currently popular microwave ovens which will heat metal to a high degree and will heat food but will not heat a paper napkin or a china or a plastic dish on which the food is placed. The glasses show that the heat came from wire inside the plastic frames and "bubbled out" the plastic rather than showing a burning or scorching effect. This is in accordance with the effects of electromagnetic radiation, a suspected source of power for UFOs. <

The same article also described slight burning of human tissue, and also eye damage.

It is not so that anyone riding in the cab with Webb would have seen what he saw at the rear of his trailer. His wife had been sleeping in the bunk, and had just climbed down onto the seat when this incident occurred. Webb had not discussed it with her before he was injured, and she could not have seen it in the rear view mirror because truck mirrors are set on both sides of the cab so that the driver, and not the passenger on the right side, can see to the rear of the trailer. Mrs. Webb knew nothing about the matter until he screamed, and she had no reason to try to look back on her side of the trailer. Further, it could be concluded from Webb's testimony that the object at the rear of his trailer did not extend beyond the right side of the rear of the trailer.

Accordingly, claimant asks his injuries be found compensable because he sustained injury caused by an accident "arising out of and in the scope" of his employment.

#### THE REFEREE MAKES A DECISION

Ed O'Herin summarized progress on the case in a letter dated April 25, 1975, as follows:

> "We had the unusual situation arise in the Eddie Webb case that the referee set aside his findings in favor of Webb, and has set the matter down for a three day hearing about the 16th of September."

At the time of this statement, Webb was still unemployed and had no money for gathering evidence from other sources. When Ed O'Herin offered to Webb the opportunity to raise some money by giving his story to the press, he refused. He wanted no publicity, even for money.

#### WORKMAN'S COMPENSATION CLAIM IS ENDED

The September hearings never occurred. The case was brought to a conclusion by mutual agreement which included a promise that Webb would never tell anyone how the matter was terminated. This demonstrated how fearful the insurance company was that they would receive publicity regarding a UFO incident. The insurance company paid all of Eddie Webb's medical bills in return for dropping the case, and since the creditors were hounding Webb for the medical bills, he wanted to end it. Ed had wanted to pursue this matter so that it would be reported among the legal opinions that are published, but the settlement ended it all.

#### THE FOLKLORE BEGINS

Some people said they heard the story that Webb was a drunk and probably did something to himself. Others said he was just looking for

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a way to collect insurance so he could make money without working. And an article in the *ST. LOUIS DISPATCH*, dated May 14, 1992, claimed it was all a hoax. The story goes as follows:

"The pinnacle of UFO coverage in the local media was the day the region's biggest newspaper plastered a story all over the front page about a local trucker who had been blinded by a brilliant beam shot from a UFO. Now this was convincing stuff. Not only was the guy clinically blinded for a few days, also his damaged eyeglasses were available for evidence, and his wife, who rode with him, was a witness.

> "They were just outside town when it happened, and people thanked their lucky stars that ~~that~~ the beam didn't knock his big rig off the highway.

"The driver's partly melted glasses were taken to the university's crime lab for analysis, and investigators grilled the trucker and his wife for secrets of the UFO attack. But after the trucker's vision came back, things got clearer, and he finally told police that, actually, he and his wife had argued in the cab of the truck. In anger she lit a road flare and pushed it into his face, and that is what blinded him and damaged his glasses. It was a big disappointment for casual UFO watchers, though the true believers, who promoted UFOs as friendly, were heartened."

> While this story, written 19 years later, doesn't fit in with the facts as documented at the time of the Workman's Compensation Claim investigation, it is written in true tabloid journalistic style. Actually, at the time of the investigation, the insurance company came up with the story that "some" truck driver said he saw "someone messin' around with a road flare" at a roadside rest area fifteen miles from where the accident happened and an hour or so earlier. <

#### CONCLUSION

Regardless of the rumors and strange tales that may grow out of this case, Eddie Doyle Webb passed away 17 years later. Whether or not the UFO incident contributed to his passing, we will never know.

It is important, however, to learn from cases such as this one, and use that new knowledge to improve on all future cases. The key considerations are as follows:

- 1) Lawyers need to use the accumulated wealth of UFO data to establish precedent setting cases, not allowing big insurance companies to win by settling out of court or by denegrating the character of the victim just because he or she was involved with a UFO close encounter. <

- 2) Medical data needs to be collected and utilized by caring medical professionals to help UFO victims just as they would any other accident victim.
- 3) Trained investigators must not settle for tongue-in-cheek newspaper articles, written by uncaring journalists purely for journalistic shock value - to sell papers. Seldom are such articles based on properly prepared evidence or scientific facts.

Eddie Doyle Webb

Greenville Jackson, MA.

AC 314 224 - 3552

## Strange Flying Objects Blinds Truck Driver

Jefferson City (UPD)--Col. Sam S. Smith, superintendent of the Missouri Highway Patrol, said Thursday his men had received strange reports of actions of a flying object in the Missouri Bootheel this week.

The teletype message relayed to Smith at Patrol general headquarters from the Poplar Bluff troop said:

"About daylight on the morning of October 3, 1973, south of Jackson, Missouri on I-55 near the 34 and 51 exit, Eddie Doyle Webb, age 45, of Greenville, Missouri, was driving a tractor-trailer and his wife, Velma Mae Webb, was asleep in the cab. Eddie Doyle Webb saw a light on a large aluminum object in the air behind him. He awakened his wife, but she didn't see anything.

"Then, Eddie stuck his head out of the window and a large ball of fire struck him about the head and face. Subject's glasses and one lens broken out and the plastic frames were distorted from heat or acid of some type. Subject got the truck stopped in middle of road and his wife drove him to Southeast Hospital, Cape Girardeau, Missouri. Subject is blinded and is being examined by Doctor Cozine, eye specialist."

Col. Smith said the patrol has not turned up any unidentified flying objects or been able to explain the occurrence.

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*Sam S. Smith*

# Encounter with UFO frightening

By JOHN G. ADNEY  
and

REGINALDE MITCHELL  
Missourian staff writers

An encounter with an unidentified flying object near Cape Girardeau has left a Greenville truck driver shaken over what he claims he saw in the two to three minutes before unusual flashing lights disappeared.

Eddie Webb, 45, a driver for Sam Tanksley Trucking Inc. of Cape Girardeau, claims to have made contact, the hard way, with a UFO. Today he is the center of attention as UFO sightings become more widespread throughout the area.

Mr. Webb was given emergency eye treatment at Southeast Missouri Hospital here and further treatment at a Cape Girardeau ophthalmologist's office.

The State Highway Patrol is holding his twisted, nearly melted pair of eyeglasses as evidence that something unusual happened, although Mr. Webb is the only one to claim that he actually saw what he thinks is a UFO.

His wife, Velma Mae, also a truck driver and who was with him when the incident occurred, says she saw nothing.

And the doctor who treated Mr. Webb says he cannot confirm any type of injuries.

But Mr. Webb sticks to his story that he was temporarily blinded and burned. His wife believes him, and the highway patrol is puzzled.

The story he relates seems fantastic, almost unbelievable, but even the UFO skeptics who have seen his glasses' frames—twisted by a hot flash of unknown origin—admit there is something to that story.

## GIVES ACCOUNT

Mr. Webb gave a detailed account of the incident to The Missourian Wednesday in a telephone conversation and later in an interview at his home in a secluded wooded area near Greenville in Wayne County. Mr. Webb, relaxing at home Wednesday night in a reclining chair and wearing sunglasses, appeared

exhausted and shaken by his experience.

His forehead appeared slightly red, as if it had received a mild sunburn, and he complained frequently of pain which went deep inside his forehead and eyes. His sight had partially returned and he could see with blurred vision for about three feet, he said, but still flinched at bright lights.

He said his encounter with what he calls a turnip-shaped UFO with red and yellow lights in the center occurred between 6:15 and 6:30 a.m. Wednesday on Interstate 55 just south of the Jackson exit at Wedekind Park. He was driving a south-bound Tanksley tractor-trailer rig. Mrs. Webb, herself a truck driver for 16 years, was beside him in the cab when he first noticed in his rearview mirror the unusual lighted object behind the truck.

Mr. Webb said the time span "from when he first saw the lights behind him until he was blinded by a bright flash was only two to three minutes.

He and his wife had alternated driving from Parkersburg, W. Va., where they had picked up a load of raw plastic material packaged in 1,000-pound boxes. Mr. Webb had driven the last leg from Effingham, Ill., to the I-55 rest stop north of Frutland, where they rested and left about 6 a.m.

## SEES LIGHTS

About 15 minutes later, just after they had passed the Jackson exit, Mr. Webb first noticed the lights of the object, about a mile behind him. He said from this far away all he noticed was the lights, only red and yellow, glittering and mixing together.

He said the lights were about four to five feet off the ground and at first he thought it was a flatbed trailer's lights or someone running without their headlights. He said he was driving his rig about 55 or 60 miles per hour and the lights appeared to be moving three to four times as fast as he was and were rapidly gaining on him.

"When I saw the lights, I told my wife that something was

coming up behind us real fast," he said. "But when she looked out her mirror she said she didn't see anything at all.

"I looked out my rearview mirror and saw them again, this time much closer," he continued.

He said he saw an object which looked like a big turnip almost behind his truck and for an instant got a glimpse of it.

"The bottom and top sections were spinning and looked like they were made from aluminum or chrome," he said in describing the object. "The center section had the lights on it and wasn't spinning, but the lights were glittering and the red and yellow seemed to mix together."

He said the object appeared to be about 30 feet in diameter, with part of it covering the other lane of the road and the other part hidden behind his truck. He said the lights were about four feet off the ground and that it must have been at least 10 feet in height.

## HITS FOG

As he got this glimpse of the object almost on the tail of his truck and ready to hit him, the truck entered a patch of fog, he said.

Mr. Webb stuck his head out the window and looked back toward the object. "I saw something which looked like a light from a spotlight come down on the tandem of the trailer and at the same time the object started to rise higher in the air," he said.

He said up to the time the object caught up with his truck, he had heard no motor noise. But as it started to rise he noticed a "humming" sound which seemed to rise in frequency as the lights rose higher.

Mr. Webb said, "I stuck my head out a little farther, looked back, and a bright white flash like a ball of fire hit me in the face. When the light flashed, everything stopped—the noise and all—and the lights went out."

Mrs. Webb said her husband after looking out of the window on the driver's side of the cab pulled his head back in and

CAPE GIRARDEAU, MO. THURSDAY, OCTOBER 4, 1973

# THE SOUTHEAST MISSOURIAN

D.O.S. OCTOBER 3, 1973 (WEDNESDAY)



screamed. He put his hands over his eyes and screamed that he couldn't see."

Mrs. Webb said she never saw any of the lights or heard the humming noise.

#### STOPS TRUCK

"At first I thought my truck lights had gone out so I put on the brakes and stopped in the middle of the road," Mr. Webb said. "My wife told me I was cracking up and to get in the bunk in the cab and let her drive. It was then I realized I had gone blind."

Mrs. Webb turned a light on in the truck and looked at her husband to find his forehead red and hot as if it were blistered. One lens had fallen out of his glasses and the frame was melted and twisted.

After the truck was halted, Mrs. Webb took over and drove to the Tanksley complex on Highway 61 South, near municipal airport. She said they arrived about 6:45. An ambulance was called to the Tanksley office to take Mr. Webb to the hospital. He was given emergency treatment and a doctor examined him about 7:30. Mr. Webb was taken to the doctor's office about 8:30 where he remained most of the morning.

Mr. Webb's glasses have also been brought to the center of attention. Police who looked at the glasses said they didn't know whether the "melting and twisting" had been caused by heat or acid.

Sgt. Edwin E. Wright of the State Highway Patrol took the glasses to Poplar Bluff to have them sent to the patrol's laboratories in Jefferson City. He said, however, the glasses were to be returned to Cape Girardeau and tests would be run on them today by Dr. Harley C. Rutledge, head of the SEMO State University physics department, in an effort to determine what caused them to melt.

Dr. Rutledge has been involved during the past six months in a scientific investigation of mysterious lights and UFOs.

## UFO SIGHTINGS



### What he saw

Above is a sketch drawn by Mr. Webb of the unidentified flying object he observed. He said top and bottom sections were metallic and spinning, while center section was made up of red and yellow glittering lights.

The Cape Girardeau Southeast Missourian,

Thursday, October 4, 1973

D.O.S.

OCTOBER 3, 1973

(WEDNESDAY)

#### CONDUCTS TESTS

The Cape Girardeau doctor who examined Mr. Webb at the hospital and in his office said he ran several tests and made x-rays but could turn up no signs of burns, blindness or other injuries.

"I can confirm nothing," the ophthalmologist said.

Dr. John Englehart of Lutesville, the Webbs' family physician, theorized that it could have been some type of laser beam which caused the glasses to be distorted.

A policeman thought it might have been gas formed by the load of plastic in the trailer. But when the trailer was checked, there was no damage to the cargo or the truck, authorities said.

Whatever it was, it wasn't a helicopter or a motor vehicle, Mr. Webb said. He added that his wife saw nothing pass them, so that whatever it was must have gone up over the top of the trailer.

He admitted that he was frightened, first when he thought something was going to run into the back of the trailer and it didn't and again when everything went black, he said.

#### DON'T KNOW

"As far as UFOs and flying saucers are concerned, I always figured that someone who saw them either was pilled up or had been drinking," Mr. Webb said. "But I don't do either and I saw something unexplainable. So now I just don't know. I'm almost afraid to think of what I saw. I'd think someone might put me in a straitjacket."

Despite the incident, Mrs. Webb says she still does not believe in UFOs. "I never saw the lights; I didn't see anything," she said. "But I heard my husband scream and I saw his glasses. I know he was frightened and that he was in pain. I saw burns on his forehead and around his eyes.

"I was really scared," she continued. "But I still don't believe in UFOs. I don't think there have ever been any."

Wash. Star-News 10-5-73

## GLASSES MELTED

# *UFO Blinded Trucker*

CAPE GIRARDEAU, Mo. (UPI) — A physics professor investigating a reported attack on a truck driver by an unidentified flying object said today the victim's eyeglasses were damaged by internal heat from an unknown source.

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 45, of Greenville, Mo., was blinded for several hours. He is recovering his vision.

Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright light "coming up real fast."

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab, he said, but she didn't see anything.

"Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

MRS. WEBB said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One of the lenses of his glasses fell out of the plastic frame. Mrs. Webb, a relief driver at times, drove him to a hospital.

Sgt. Ed Wright of the Highway Patrol took Webb's glasses to Dr. Harley Rutledge, head of the

Southwest Missouri State University Physics Department, for analysis.

Rutledge, who has been working for six months to attempt to identify mysterious flying objects, said he put the glasses under a microscope. "It appeared they were heated internally," he said. "The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

RUTLEDGE SAID he planned more tests on the glasses. There appears to be "some residue which we hope to put through some chemical tests," he said.

Meanwhile, at Tupelo, Miss., police reported for the third consecutive night the sighting of multi-colored UFOs yesterday.

The Lee County sheriff's office said two deputies told of seeing brightly lighted objects in the Tupelo area and that similar reports had come from sheriff's departments in neighboring Pontotoc and Itawamba counties.

"One of them was a rotating white and red light and another deputy saw a white light about the size of a table top with red and yellow lights behind it," a dispatcher at the Lee County sheriff's office said.

## Sighter's vision returns

DALLAS TIMES HERALD  
OCT. 5, 1973

# Glasses carry UFO's mark

CAPE GIRARDEAU, Mo. (UPI) — A physics professor investigating a reported attack on a truck driver by an unidentified flying object (UFO) said today the victim's eyeglasses were damaged by internal heat from an undetermined source.

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 45, of Greenville, Mo., was blinded for several hours after the incident. He is recovering his vision but intends to visit an eye specialist at Barnes Hospital, St. Louis.

Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright object in the air behind him, "coming up real fast."

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab, he said, but she didn't see anything.

"Then, I stuck my head out

of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One of the lenses of his glasses fell out of the plastic frame, which was warped. Mrs. Webb, who serves as a relief driver at times, drove him to a hospital.

Sgt. Ed Wright of the Highway Patrol took Webb's glasses to Dr. Harley Rutledge, head of the Southwest Missouri State University physics department, for an analysis.

Rutledge, who has been working for six months in an attempt to identify mysterious flying objects, said he put the glasses under a microscope and "it appeared they were heated internally."

"The plastic apparently got

hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

Rutledge said he planned more tests on the glasses. He said there appears to be "some residue which we hope to put through some chemical tests."

CLEVELAND PRESS - 10/5/73

## UFO releases mystery heat

CAPE GIRARDEAU, Mo. — (UPI) — A physics professor investigating a reported attack on a truck driver by an unidentified flying object (UFO) said today the victim's eyeglasses were damaged by heat from an unknown source.

In the latest of a series of recent UFO sightings in Southeastern Missouri, Eddie D. Webb, 45, of Greenville, Mo., was blinded for several hours after the incident. He is recovering his vision, but intends to consult an eye specialist.

Webb said he was driving a tractor-trailer about dawn Wednesday when he saw a bright light or aluminum object in the air behind him, "coming up real fast."

He awakened his wife Velma, 47, who was in the cab, he said, but she didn't see anything.

"Then I stuck my head out of the window and a large ball of fire struck me in

the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One lens of his glasses fell out of the plastic frame, which was warped. Mrs. Webb, who serves as a relief driver at times, drove him to a hospital.

Sgt. Ed Wright of the Missouri Highway Patrol took Webb's glasses to Dr. Harley Rutledge, head of Southwest Missouri State University's physics department.

Rutledge, who has been working for six months to attempt to identify mysterious flying objects, said he put the glasses under a microscope and "it appeared they were heated internally."

"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

# Truth of UFO incident still in question

The question over what damaged the eyeglasses of a Greenville truck driver and caused him to go blind after he claims to have seen an unidentified flying object continues today with no one yet claiming to have reached a definite conclusion.

Dr. Harley D. Rutledge, SEMO State University physics department head, has learned that the damage done to the glasses of Eddie Webb, 45, the truck driver, can be duplicated by heating them with a common highway flare.

A St. Louis ophthalmologist, however, says that he doubts Mr. Webb's temporary blindness was caused by the heat and light from a flare and is checking the theory that Mr. Webb was "scared into blindness."

Meanwhile, for a short time Monday, Mr. Webb was missing. Or, at least, that is what his family feared after they took him to a St. Louis hospital Sunday and then Monday was told he wasn't a patient there.

Mrs. Webb took her husband to the hospital Sunday upon orders from the St. Louis op-

thamologist. Mr. Webb underwent tests Monday on his eyes and was to continue being tested through Wednesday.

When Mrs. Webb called the hospital from her Greenville home Monday she was told that there was no such patient as "Eddie Webb." It was later learned that this was just being used as a protective measure for Mr. Webb.

Dr. C. E. Windsor, Mr. Webb's ophthalmologist in St. Louis, said his patient had been plagued by telephone calls including one from a man in Pennsylvania, who claimed to have experienced a similar encounter with a UFO, and at least one threat on his life.

Dr. Rutledge said he produced a damage pattern similar to that observed on Mr. Webb's eyeglass frames by passing a highway flare back and forth over another pair of frames in a laboratory Monday.

"I have one more lead to follow up and then will probably discontinue the investigation," Dr. Rutledge said. "It would be impossible for me to determine that the damage was caused by the

alleged UFO and I have other work to do on Project Identification (a scientific investigation of nocturnal unidentified lights) which is more pressing."

He said, however, that the test didn't prove Mr. Webb's story wasn't true.

Mr. Webb had told police that a large flying object overtook his truck on Interstate 55 last Wednesday near Cape Girardeau. He said he was blinded and burned on the face when he stuck his head out of the truck window to get a better look at the object, which he described as shaped like a "giant turnip."

Dr. Windsor said he has been doing some tests on Mr. Webb and that his vision seems to be improving slowly. The ophthalmologist has still found no evidence of damage to his eyes and is now testing to see if his partial blindness—he has only 20 per cent normal vision—is pathological or a form of psychic shock.

"He doesn't seem to have any burns on his face to go along with the heat his glasses were exposed to, so I doubt if a flare was the cause of his blindness," Dr. Windsor said. "I think something definitely happened to this man."

The Southeast Missourian  
Cape Girardeau, Missouri  
October 9, 1973, p. 3.

## Missouri UFO --

(Continued from page 1)

said he was driving his truck on Interstate 55 about dawn Wednesday near Jackson when he was hit in the face with a ball of fire as he stuck his head out to inspect a large "turnip shaped" object flashing red and yellow light. He was temporarily blinded and his face was slightly burned.

Rutledge said the damage to the eyeglasses was duplicated by placing a similar plastic eyeglass frame over a highway flare. He said two other truck drivers reported seeing flares at the scene of the incident.

However, Rutledge added that another source told him Webb would have sustained more serious injuries if he had been burned by a highway flare.

He said the experimental glasses and Webb's glasses will be examined in a crime laboratory to check for residues.

"I'm not saying for certain, but the flare could have left residues on the plastic whereas Webb's glasses may not have any evidence of residue," Rutledge said.

"Heat is heat, and I will have to conduct other tests."

KIRKSVILLE DAILY  
EXPRESS  
OCTOBER 10-1973

## Continue Missouri UFO Investigation

CAPE GIRARDEAU, Mo. (UPI) — A physics professor investigating a truck driver's account of being attacked by an unidentified flying object says he can't make a definitive statement until he has made more tests on the man's eyeglasses.

Dr. Harley Rutledge, head of the Southeast Missouri State University's physics department, said Tuesday he will consult with an expert on plastics before making further tests on the glasses which were damaged by internal heat from an unknown source.

Eddie Webb, 45, Greenville,

(Please see page 2)

## Is worker allegedly injured by UFO eligible for state aid?

By Associated Press

**CAPE GIRARDEAU, MO.** — Does an injury sustained by a worker who allegedly got zapped by a flying saucer qualify him for workmen's compensation in the state of

Missouri?

That seems to be the main issue in the case of Eddie Webbs, 47, a Greenville, Mo., truck driver who claimed he was burned on the face and temporarily blinded when an unidentified flying object shot a "ray" or "ball of fire" at him on a Southeast Missouri highway in October, 1973.

Edward F. Raglin, Missouri Division of Workmen's Compensation referee, ruled in February that Webb had been injured in an accident while on the job, but this month he backed off from that ruling and vacated an order calling for partial or temporary award in the case. Raglin said he wanted another hearing to examine all issues in the case.

**WEBB TOLD POLICE** he was driving south on Interstate 55 near Cape Girardeau Oct. 3, 1973, when a bright object appeared behind and a little above his truck.

"I could just see half of it," he said, recalling that the object appeared to be made of aluminum "shaped like a turnip and covering both lanes. The center section was steady, but the top and bottom was spinning around with red and yellow lights."

The truck driver told state police that he had stuck his head out the window of the truck cab to get a better look when "a large ball of fire struck him about the head and face."

**WEBB WAS TREATED** for facial burns at a Cape Girardeau hospital and then admitted to Barnes Hospital in St. Louis complaining that he was partially blinded. He said the blindness gradually went away and that he apparently recovered fully.

But Webb's attorney, Ed O'Herin of Malden, said the truck driver was attempting to get benefits to pay about \$1,000 in hospital and doctor bills and compensation for the period of several weeks after the incident when he could not work.

Dr. Harley Rughedge, head of the physics department at Southeast Missouri State University at Cape Girardeau, examined a burned and twisted pair of glasses allegedly worn by Webb at the time. He said he could not prove that Webb's story was a hoax. He noted, however, that he had been able to reproduce the unusual burning effect on the glasses by using a common highway flare.

**WEBB MAINTAINED** that his story was accurate.

"I don't know what it was," he said. "People want me to say it was a flying saucer, but I can't say that. I always thought people who saw those things were crazy."

"Now everybody thinks I'm cracking up, but by God I saw something and it blinded me."

No date has been set for the next hearing before Raglin.

# UFO blinded me, truck driver says

CAPE GIRARDEAU, Mo (UPI) —A physics professor investigating a reported attack on a truck driver by an unidentified flying object (UFO) said today the victim's eyeglasses were damaged by internal heat from an unknown source

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 45, of Greenville, Mo., was blinded for several hours after the incident. He is recovering his vision, but intends to visit an eye specialist at Barnes Hospital, St. Louis

Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright light or aluminum object in the air behind him, "coming up real fast"

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab, he said, but she didn't see anything

"Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said "My glasses fell off and I couldn't see. But I got the truck stopped"

Mrs. Webb said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One of the lenses of his glasses fell out of the plastic frame which was warped. Mrs. Webb, who serves as a relief driver at times, drove him to a hospital

Sgt. Ed Wright of the Highway Patrol took Webb's glasses to Dr. Harley Rutledge, head of the Southwest Missouri State University physics department, for an analysis

Rutledge, who has been working for six months to attempt to identify mysterious flying objects, said he put the glasses under a microscope and "it appeared they were heated internally"

"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out"

Rutledge said he planned more tests on the glasses. He said there appears to be "some residue which we hope to put through some chemical tests"

In Tupelo, Miss., police reported for the third consecutive night the sighting of multicolored UFOs Thursday

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(CAPE GIRARDEAU, MISSOURI)--A TRUCK DRIVER SAYS A LARGE BALL OF FIRE CAUSED HIM TEMPORARY BLINDNESS ON A ROAD IN SOUTHEAST MISSOURI. THE DRIVER, 45-YEAR-OLD EDDIE WEBB, WAS RELEASED FROM A CAPE GIRARDEAU HOSPITAL TODAY. HIS EYEGASSES ARE BEING STUDIED BY A PHYSICIST AT SOUTHEAST MISSOURI STATE UNIVERSITY.

WEBB WAS DRIVING ON INTERSTATE 55 NEAR JACKSON, MISSOURI, LAST NIGHT. HE SAYS HE LOOKED IN HIS TRUCK'S REAR VIEW MIRROR AND SAW A FLYING OBJECT SHAPED LIKE A TURNIP. HE SAYS THE TOP WAS SPINNING AROUND WITH RED AND YELLOW LIGHTS.

WEBB CAN'T SAY WHETHER THE OBJECT WAS A FLYING SAUCER. AS HE PUTS IT-- "I ALWAYS THOUGHT PEOPLE THAT SAW THOSE THINGS WERE CRAZY. NOW EVERYBODY THINKS I'M CRACKING UP--BUT BY GOD I SAW SOMETHING AND IT BLINDED ME."

HARLEY RUTLEDGE OF THE SOUTHEAST MISSOURI STATE PHYSICS DEPARTMENT ENTERED THE CASE. RUTLEDGE SAYS THE INCIDENT DOESN'T LOOK LIKE A HOAX AT THIS POINT. HE SAYS MORE TESTS WILL BE MADE ON WEBB'S GLASSES' FRAMES, WHICH HAVE BUBBLES ON THE SURFACE--AS IF THEY'D BEEN HEATED INTERNALLY.

08:44 PCD 10-04-73

## Ray from UFO?

Cape Girardeau, Mo. (UPD)--A physicist said Tuesday tests on the eyeglasses of a truck driver who claimed he was struck in the face by a ray from an unidentified flying object would not be conclusive in proving the driver's claim is valid or a hoax.

Dr. Harley Rutledge, a Southeast Missouri State University professor who has investigated UFO sightings for six months, said the damage done to the driver's eyeglasses could be duplicated by passing the plastic frames over a flare commonly used on highways.

The driver, Eddie Webb, 45, said a flying object resembling a "giant turnip" overtook his truck on I-55 last Wednesday near Jackson.

He said he was struck in the face by the ray as he stuck his head out the truck window to get a better look at the object. Webb sustained burns on his face and was blinded by the ray.

Rutledge said the glasses appeared to have been heated internally, causing small craters from bubbles that formed inside and then came to the surface of the plastic.

Rutledge said he produced similar results by passing similar plastic-framed glasses over a highway flare. The physicist said he got the idea to use the flare after two other truck drivers saw a flare on the highway where the incident occurred.

Rutledge said however, another source told him Webb would have sustained more serious injuries if he had been burned with a highway flare.

In addition, the professor said the driver's glasses and the ones used in the flare experiment would be examined by a crime laboratory to check for residues.

"I am not saying for certain, but the flare could have left residues on the plastic whereas Webb's glasses may not have any evidence of residue," Rutledge said.

When asked if his experiments could provide conclusive results about the driver's claims, Rutledge said, "the glasses alone will not prove one way or the other what it was."

"Heat is heat," he added, "and I will have to conduct other tests."

Rutledge said conducting tests on plastic "are very difficult" and that he will have to consult with an expert on plastic to determine what effects heat will have on the synthetic product.

"I can't make a definitive statement on the possibility that it was a hoax," said Rutledge, referring to the claims by Webb.

## Truck Driver Blinded By Flying Saucer Sees Eye Specialist

Greenville, Mo. (UPD) -- A truck driver hit in the face by what he believes may have been an unidentified flying object went to an eye specialist Friday to try to find out if his vision will ever be fully restored.

"I can see about eight or ten feet in front of me, that's as far as I can see," Eddie Webb complained. "I can't read anything."

Webb, 45, said he went to one eye specialist at Cape Girardeau, Mo., after the incident Wednesday who could find nothing wrong with his eyes. He planned to travel from his home in southeast Missouri to St. Louis to see another specialist.

Webb said that for several hours after he was hit by what felt like "a hot flash" he couldn't see at all, and then his vision started improving but stopped suddenly.

"That's what's got me worried," he said in a telephone interview.

Webb said he was driving a tractor-trailer rig on Interstate 55 about dawn Wednesday when he glimpsed "a big old turnip, except silver" in his rear view mirror.

"I turned around to look and something hit me in the face and I didn't see no more. It just felt like a hot flash, like a hot wind."

Webb said the reddening and blisters on his face were starting to clear up but he was puzzled at the way the "hot flash" warped his eye glasses.

A physicist at Southeast Missouri State University who examined the glasses said it appeared heat had melted plastic inside the frames, causing bubbles to well up and break on the surface.

Dr. Harley Rutledge, head of the school's physics department, said "Some type of electromagnetic radiation pulse" -- like a radar beam or an X-ray -- could possibly explain the odd heat effect.

But Rutledge cautioned that he needed to perform other tests before he could state positively what warped the glasses.

The physicist said there have been several hundred sightings since March in southeast Missouri which he has been trying to identify.

## Trucker Tells Of Flying 'Turnip'

Cape Girardeau, Mo. (AP)—A physicist at Southeast Missouri State University, Cape Girardeau, said he will conduct further tests on a pair of eyeglasses belonging to a truck driver who said he saw a flying object and then was hit in the face by a ball of fire that temporarily blinded him.

Dr. Harley Rutledge, head of the physics department at the University, said he had examined the broken eyeglasses of Eddie D. Webb and found the plastic frames had been burned.

Webb, 45, told highway patrolmen he was driving his tractor-trailer on I-55 Wednesday, south of Jackson, Mo., when he saw a light on a large object in the air behind him.

"I could see half of it in the rear-view mirror. It was shaped like a turnip and covered both lanes. The center section was steady, but the top and bottom was spinning around with red and yellow lights," Webb said.

Webb told troopers he awoke his wife, who was leaning in the cab, but she didn't see any-

thing He stuck his head out the window to look behind and "a large ball of fire struck him about the head and face," the patrol report said.

Webb's glasses were broken and his wife drove the truck to Southeast Missouri Hospital.

"I don't know what it was. People want me to say it was a flying saucer, but I can't say that. I just don't know," Webb said "I always thought people that saw those things were crazy. Now everybody think's I'm cracking up, but, by God, I saw something and it blinded me."

Dr. Rutledge, who has been investigating reports of unidentified flying objects the last several weeks, said he examined the eyeglasses under a microscope and the plastic frame appeared to have been heated internally.

"I was quite surprised. It doesn't look like a hoax at this point," he said Dr. Rutledge said that in literature on U.F.O. sightings such burn marks are said to have been caused by sound waves of high intensity.

From J. BROWN



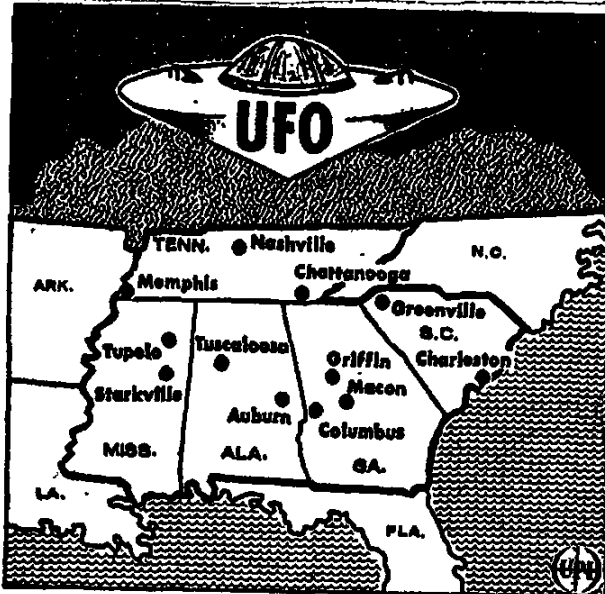
# San Francisco Chronicle

SU.1-2424



FRIDAY, OCTOBER 5, 1973

72 PAGES



Map locates various areas in the South where reports have been made as to the sighting of UFOs.

## Odd spin in South's saucer siege

United Press

CAPE GIRARDEAU (Mo.) — A physics professor investigating a reported attack on a truck driver by an unidentified flying object said today that the victim's eye-glasses were damaged by internal heat from an unknown source.

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Webb, 45, of Greenville, said he was blinded for several hours after the incident. He is recovering his vision, but intends to visit an eye specialist in St. Louis.

Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright light or aluminum object in the air behind him, "coming up real fast."

He awakened his wife, Velma, who was asleep in the cab, he said, but she didn't see anything.

"Then I stuck my head out the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed, "Oh, my God I'm burned! I can't see!"

One of the lenses of his glasses reportedly fell out of the plastic frame, which was warped. Mrs. Webb, who serves as a relief driver, drove him to a hospital.

Sgt. Ed Wright of the Highway Patrol took Webb's glasses to Dr. Harley Rutledge, head of the Southeast Missouri State University physics department, for an analysis.

Rutledge, who has been working for six months to attempt to identify reported mysterious flying objects, said he put the glasses under a microscope and "it appeared they were heated internally."

"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

Rutledge said he plans more tests on the glasses. He said there appears to be "some residue which we hope to put through some chemical tests."

Meanwhile in Tupelo, Miss., police reported for the third consecutive night the sighting of what they called multicolored UFOs yesterday.

The Lee County sheriff's office said two deputies told of seeing brightly lighted objects and that similar reports had come from sheriff's departments in neighboring Pontotoc and Itawamba counties.

would be illegal.

# UFO blinds motorist?

CAPE GIRARDEAU, Mo. (UPI) — A physics professor investigating a reported attack on a truck driver by an unidentified flying object (UFO) said today the victim's eyeglasses were damaged by internal heat from an unknown source.

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 45, of Greenville, Mo., was blinded for several hours after the incident. He is recovering his vision, but intends to visit an eye specialist at Barnes Hospital, St. Louis.

Webb said he was driving a tractor-trailer rig about dawn Wednesday when he saw a bright light or aluminum object in the air behind him, "coming up real fast."

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab, he said, but she didn't see anything.

"Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off

and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One of the lenses of his glasses fell out of the plastic frame which was warped. Mrs. Webb, who serves as a relief driver at times, drove him to a hospital.

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"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

*Wash. State.*

2A Everett Herald, Friday, October 5, 1973

# More Witnesses Reported in Skies Over Dixie

The mysterious bright flashing lights which have fascinated hundreds of southern motorists in recent weeks were reported to be over Mississippi and South Carolina Wednesday.

... object ...

... a young Grenada, Miss. minister, the Rev. Charles H. ...

... also spotted unidentified ...

... Westmoreland said three objects. He said the first ...

Walt

MUTUAL UFO NETWORK, INC.  
 MUFON - Northern Calif. Div.  
 P. O. Box 2132, Sunnyvale, CA. 94087

## UFO Attack Claim

### Professor Says Heat Ruined Glasses

CASE GIRARDEAU, Mo. (UPI) — A physicist professor investigating a reported attack on a truck driver by an unidentified flying object (UFO) said today the victim's eyeglasses were damaged by internal heat from an unknown source.

In the latest of a series of recent UFO sightings in southeastern Missouri, Eddie Doyle Webb, 47, of Greenville, Mo., was blinded for several hours after the incident, he said, covering his vision. The incident was reported to an eye specialist at Barnes Hospital in St. Louis.

Webb said he was driving a tractor-trailer rig about 70 m.p.h. Wednesday night when he saw a bright light or glowing object in the air behind him, "coming up real fast."

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab,

he said, but she didn't see anything.

"Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed, "Oh, my God! I'm burned! I can't see!"

One of the lenses of his glasses fell out of the plastic frame, which was warped, she said. Webb, who works as a welder for a local machine shop, took the glasses to a local optician in the town of Fayette, Pa., to have them fixed.

Rufledge said he and the South Carolina State University police department have been working to identify the mysterious flying objects, said he put

the glasses under a microscope and "it appeared they were heated internally."

"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

In Tupelo, Miss., police reported for the third consecutive night the sighting of multicolored UFOs Thursday. The Lee County sheriff's office said two deputies told of seeing brightly lighted objects in the Tupelo area and that similar reports had come from sheriff's departments in neighboring Pontotoc and Itawamba counties.

"One of them was a rotating white and red light and another deputy saw a white light about the size of a table top with red and yellow lights behind it," a dispatcher at the Lee County sheriff's office said.

CALIF.

MISSOURI

## Slightly cooler

Mostly fair through tomorrow except patchy coastal fog extending inland locally night and morning, slightly cooler. Low tonight mid 40s-mid 50s, high tomorrow 60s coastal to 70s inland. Westerly winds 10-20 m.p.h.

Complete report on Page 45

# San Francisco Examiner

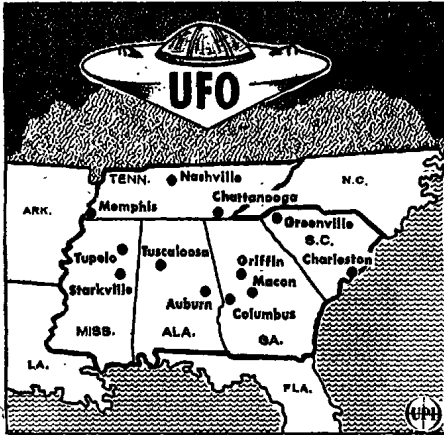
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"The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

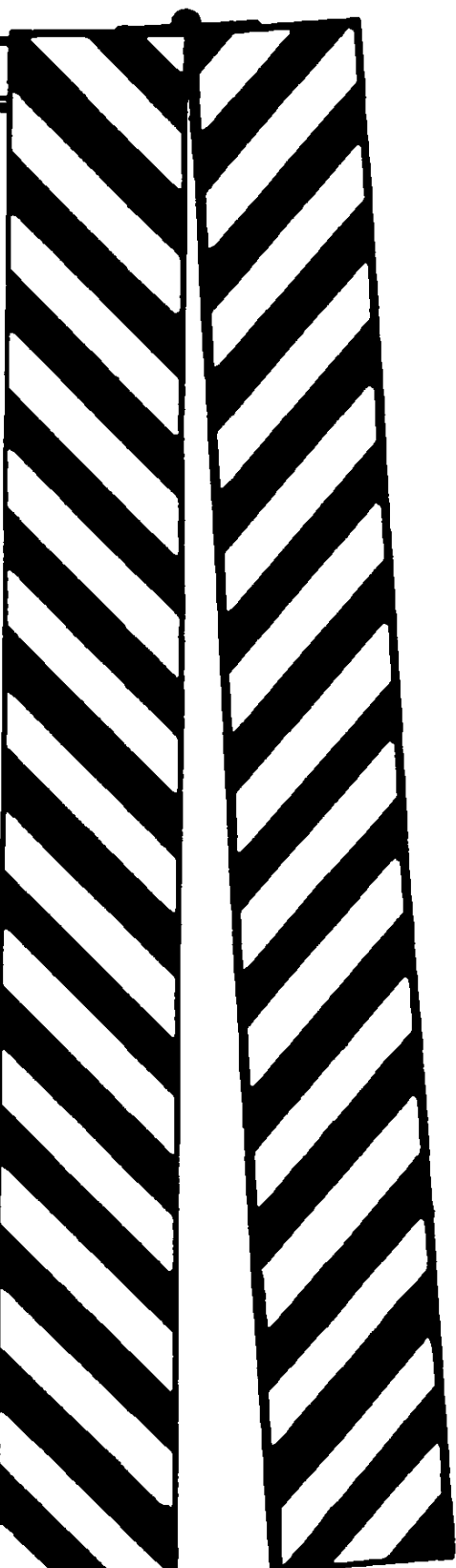
Dr. Rutledge plans more tests on the glasses. He

# TITLE

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maps - 1



*Joe Buice***Webb 10-5 if****with UFO**

GARE GIRARDEAU, Mo.

UPI - A physics professor investigating a reported attack on a truck driver by an unidentified flying object said today the victim's eyeglasses were damaged by "internal heat" from an unknown source.

In the latest of a series of recent UFO sightings in south-east Missouri, Eddie Doyle Webb, 46, of Greenville, was blinded for several hours after the incident. He is recovering his vision, but intends to visit an eye specialist at Barnes Hospital, St. Louis.

Webb said he was driving a tractor-trailer rig on I-55 south of Jackson about dawn Wednesday when he saw a bright light or aluminum object in the air behind him, "coming up real fast."

He awakened his wife, Velma Mae Webb, 47, who was asleep in the cab, he said, but she didn't see anything.

"Then, I stuck my head out of the window and a large ball of fire struck me in the face," Webb said. "My glasses fell off and I couldn't see. But I got the truck stopped."

Mrs. Webb said her husband screamed when he looked out, "Oh, my God. I'm burned, I can't see."

One of the lens of his glasses fell out of the plastic frame which was warped.

After Webb stopped the truck, Mrs. Webb, who serves as a relief driver at times, drove him to Southeast Hospital.

"The doctor said he couldn't find any real damage to his eyes," Mrs. Webb said. "But Eddie couldn't see for several hours. And now he can't make out objects about eight feet away, so we're going to Barnes Hospital for another examination."

Sgt. Ed Wright of the Highway Patrol took Webb's glasses to Dr. Dexter Rutledge, head of the Southeast Missouri State University physics department, for an analysis.

Rutledge, who has been working for six months on a project to attempt to identify mysterious flying objects, said he put the glasses under a microscope and "it appeared they were heated internally. The plastic apparently got hot and the mold came to the surface. The heat warped the plastic, causing the lens to fall out."

The professor would not offer a firm opinion on the incident, but said, "I've read similar reports in books written by scientists."

Rutledge said he planned further more technical tests on the glasses. He said there appeared to be "some residue which we here to put through some chemical tests."

Col. Sam S. Britz, superintendent of the Missouri Highway Patrol, said his men have received several reports of UFOs but Webb's episode was the only one involving "an attack."

from: The Southeast Missourian, Oct. 5, 1973, p. 1.

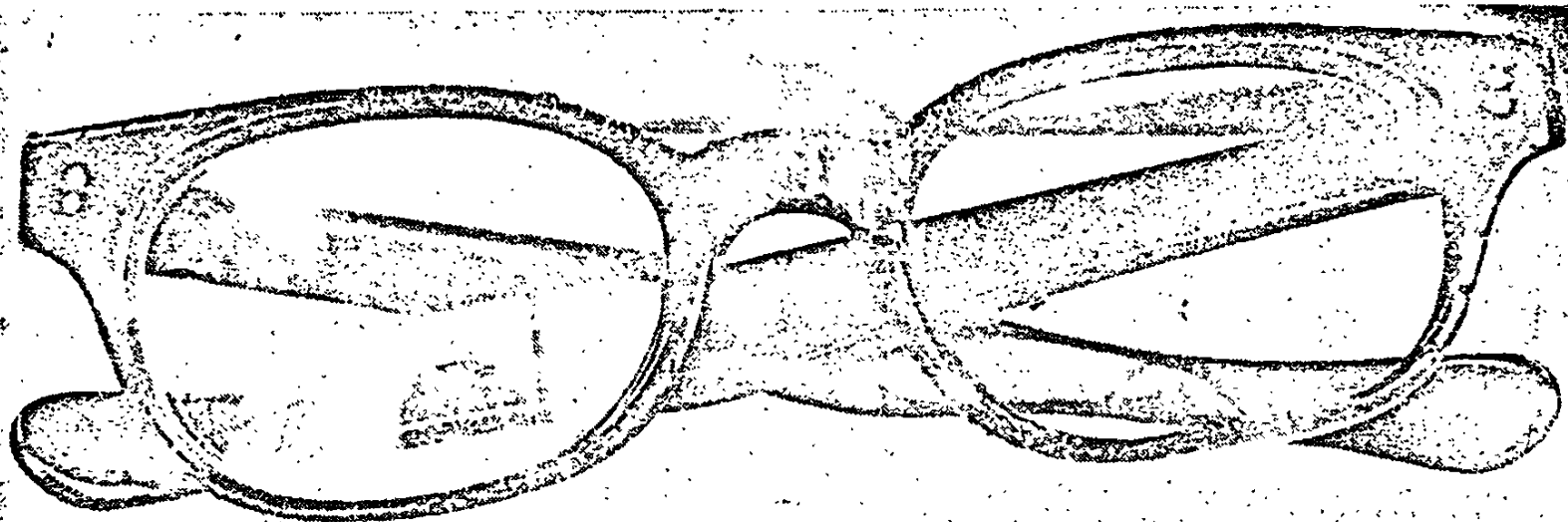
**The weather**  
Cape Girardeau — Fair and cool tonight with lows upper 40 to low 50s. Saturday partly sunny with highs in upper 70s to low 80s.

Vol. 70-No. 3

24 Pages

# THE SOUTHEAST MISSOURIAN

CAPE GIRARDEAU, MO. FRIDAY, OCTOBER 5, 1973

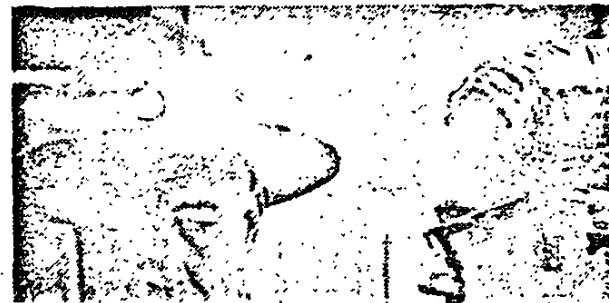


## The glasses--the investigators

Investigation today centered around a pair of eyeglasses which were worn by Eddie Webb, 45, of Greenville, who claims he saw an unidentified flying object and was hit in the face by a ball of fire which blinded him Wednesday near Cape Girardeau. Above are the glasses shown slightly twisted and with pit marks probably caused by some

form of heat. Below, principal investigators in the case, Sgt. Edwin E. Wright of the State Highway Patrol and Dr. Harley D. Rutledge, head of the SEMO State University physics' department, confer Thursday as Dr. Rutledge prepared to start a series of tests on the glasses.

## Distorted glasses attention-getter



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... pair of eyeglasses which were worn by Eddie Webb, 45, of Greenville, who claims he saw an unidentified flying object and was hit in the face by a ball of fire which blinded him Wednesday near Cape Girardeau. Above are the glasses shown slightly twisted and with pit marks probably caused by some

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# Distorted glasses attention-getter

By REGINALD E. MITCHELL  
Missourian staff writer

A pair of eyeglasses became the center of attention today in the story of a Greenville truck driver who claims he saw an unidentified flying object and then was hit in the face with a ball of fire which temporarily blinded him.

The eyeglasses were damaged when Eddie Webb, 45, of Greenville, a driver for Sam Tanksley Trucking Inc., of Cape Girardeau, encountered the UFO while he was driving a tractor-trailer rig on Interstate 55 just south of the Jackson exit at Wedekind Park about 6:15 or 6:30 Wednesday morning.

Dr. Harley D. Rutledge, head of the physics department at SEMO State University, said that a cursory examination of the eyeglasses shows that the plastic frames have apparently been damaged by heat.

He said he examined the eyeglasses briefly Thursday under a microscope and the plastic frame appeared to have been heated internally. "I was quite surprised. It doesn't look like a hoax at this point," he said.

Dr. Rutledge is director of Project Identification and with

the aid of members of the Southeast Missouri Astronomy Club is continuing a scientific investigation of nocturnal lights which he began this spring in the Piedmont area.

**SOUND WAVES**  
He said that in literature on UFO sightings such burn marks as are evident on the glasses' frames are said to have been caused by sound waves of high intensity.

Mr. Webb told The Missourian Wednesday that he and his wife were in the tractor's cab heading toward Tanksley when he saw an unusual lighted object rapidly which felt like a large ball of

The large turnip-shaped object covered both lanes of the interstate and appeared to have three sections—the top and bottom made of aluminum and spinning while the center section was steady and comprised of glittering red and yellow lights.

The driver said he awoke his wife who was sleeping in the cab, but she didn't see anything out of her rear view mirror. He stuck his head out the window to look behind and seconds later was blinded by a bright flash which felt like a large ball of

fire which struck me about the head and face," he said.

## VISION

Mr. Webb was temporarily blinded, but later his vision began returning and he could see with blurred vision for about three feet. He was treated by Cape Girardeau ophthalmologist who found no damage to his eyes and was scheduled to see a specialist in St. Louis today.

"One thing which seems to substantiate Mr. Webb's story is that whatever struck his glasses did not come from directly ahead, but from slightly to the left," Dr. Rutledge said. "This is what you would expect from a person looking to the rear from a truck window."

The glasses which were melted and slightly twisted bear pit marks which Dr. Rutledge said resemble craters caused by bubbles coming from the inside of the plastic to the surface and then bursting.

He said two major tests will be made on the glasses' frames—a test for residues performed by the Law Enforcement Assistance Council Crime Lab at the (Please See Glasses, Page 10)



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Southeast Missouri Hospital in Cape Girardeau following an extended illness. He was a retired farmer.

He was born April 4, 1896, near Anna, Ill. On Oct. 4, 1927, he was married to the former Miss Sadie Fisher.

Surviving: his wife; daughters, Mrs. K. L. Roberts and Mrs. Martica Winters, both of St. Louis; stepsons, Melvin and Floyd Allen, both of Bell City; stepdaughter, Mrs. Florence Bain, Bell City; sister, Mrs. Effie Hickam, Murphysboro, Ill.; 24 grandchildren, and 18 great-grandchildren.

The body is at Morgan Funeral Home in Advance, where friends may call until Saturday afternoon.

Service will be held at 2 Saturday afternoon at the United Pentecostal Church in Bell City. The Rev. Robert Carrow of Morley will officiate with burial in Morgan Memorial Park Cemetery in Advance.

### Mrs. A. H. Smith

CHAFFEE (Special) — Mrs. Charles Wahl of Chaffee has received word of the death of her sister, Mrs. A. H. Smith, 71 years old, of Webster Groves.

Mrs. Smith died Thursday afternoon in St. Mary's Hospital in St. Louis where she had been a patient for two weeks after suffering a stroke.

She was born Jan. 8, 1902, in St. Louis. The former Miss Margaret Whiteley was married to A. H. Smith who preceded her in death four years ago.

Surviving: sons, Albert and Glenn Smith, both of Webster Groves; daughter, Mrs. Marie Walsh, Webster Groves; sisters, Mrs. W. F. Rath, Webster Groves, and Mrs. Wahl, Chaffee, and 11 grandchildren.

The body is at Bopp Funeral Home in St. Louis where service will be held at 9 Saturday morning. Burial will be in a St.

Miss Pauline Hahn, Route 2, were Roy L. Jr., Ronnie and Mickey Meystedt, Charles Hahn, R. George Siebert and Frank J. Compas.

Service was held this morning at St. Mary's Cathedral. Msgr. Joseph H. Huels officiated. Burial was in the church cemetery.

Miss Hahn, 78 years old, died Tuesday, and Walther's Funeral Home was in charge of arrangements.

## GLASSES

(Continued from Page 1)

university and a nuclear fluorescence test for radioactivity which he will conduct.

Dr. Rutledge said he would also study the pattern of damage to the frames in detail under a microscope and test an undamaged portion of the frame to see if he can reconstruct the damage pattern.

He said the tests should be completed within three to five days.

Dr. Rutledge pointed out that there have been reports of events similar to that experienced by Mr. Webb where a ball of light has struck a person in the forehead. He also said that the turnip or top-shaped object is one of the most frequently reported shapes for UFOs along with disc and cigar shapes.

## Tremors

SANTIAGO, Chile (AP) — Three sharp earth tremors rocked central Chile early today, followed by a score of less intense shakes, but no injuries or serious property damage was reported.

Primary Annex.

A program on "Trims and Fashions" will be presented by Mrs. Joe Randol when the Missouri Farmers Association Auxiliary meets Monday night at 7:30 at Riverside Regional Library. Hostesses will be Mrs. Earl Peetz and Mrs. Earl Priest.

Guests at a rush party of the Mu Kappa chapter of Beta Sigma Phi Tuesday night were Mrs. Bill Schaefer and Mrs. Larry Birk of Jackson, and Mrs. Jim Perry and Mrs. David Hoffman of Cape Girardeau. They will be invited to the chapter's model meeting on Oct. 9. The party which included a tasting bee was held in the home of Mrs. Wilson Crites Jr.

Mrs. Paul Leonard was hostess to the Naomi Circle of New McKendree United Methodist Church in her home Wednesday morning. Mrs. Louis J. Meyer gave the program, "How to Make Sure of Heaven." Mrs. Glen Boyel presided, and it was voted to contribute \$5 for each golden link member to the Women's Society of Christian Service.

Students from SEMO School of Judo and Karate, Cape Girardeau, presented a program on "Self Defense" at

Plans for the Little Miss Snowball Contest, sponsored by the Jackson Jaycee Wives, for children ages 3 to 6, are complete, according to Mrs. Glenn Oldham, contest chairman. There is a \$2 entry fee and this should be mailed to Mrs. Oldham, Country lane, Jackson, along with the child's name, age and her parents name. The crowning of Little Miss Snowball and Miss Christmas will take place on Nov. 3 at the Jackson Grade School auditorium. Contestants in the Miss Christmas Contest are being sponsored by the local merchants with arrangements by the organization. There are 30 young ladies entered in this competition, ages 15-18.

"Your Catch Will Be Men" is the chosen sermon topic of the Rev. Richard C. Lamb at First Presbyterian Church Sunday morning in the 10:30 service. The Lord's Supper will be observed as it is Worldwide Communion Sunday. Sunday afternoon at 2, the Visit to Listen kickoff is scheduled, and Youth Fellowships will meet at 6:30. The worship and commitment committee will meet Tuesday night at 7:30 at the church.

Revival services at First Baptist Church will begin Sunday night at 7:30 conducted

and 10:45 services Sunday morning at New McKendree United Methodist Church. Communion will be observed in both hours. Both UMY groups meet at 5 Sunday afternoon. Monday night at 7, the committee on finance meets at the church. Cherub and Chorister Choirs rehearse at 3:15 and 3:30, respectively, Tuesday afternoon. The administrative board meets at 7:30 that night, and stewardship committee at 8:30.

Holy Communion will be observed as it is Worldwide Communion Sunday in the 10:10 service at Emanuel United Church of Christ here, and St. James United Church of Christ, Jackson Route 2, at 8:30, conducted by the Rev. Fred L. Brandenburg. His sermon topic will be "You Are My Friends." Sunday afternoon at 2, Victor Hauck, director of the Evangelical Children's Home in St. Louis, will speak at an Area Fellowship meeting at St. James Church. The Men's Fellowship will gather at 7:30 Monday night at the church to tour the Ceramo Co. here. Bible Study session begins at 7:30 Tuesday night.

Oct. 5 — record high, 94, 1922; record low, 27, 1901. Normal high and low, 76 and 51. High and low a year ago, 81 and 50.

## Settle St. Louis newspaper strike

ST. LOUIS (AP)—A strike that left St. Louis without its two daily newspapers for 44 days ended Thursday night when Teamsters overwhelmingly approved a new three-year contract with the St. Louis Post-Dispatch.

The pact, which included a \$1.10 hourly pay increase over

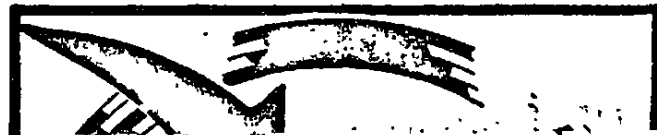
the contract's life and a compromise formula on the use of dockhands, was passed by a 180 to 5 margin during a ratification meeting by Teamster Union Local 610. Under the old contract, workers were paid \$6.58 per hour.

Newstands have been bare since Teamsters walked off the

job Aug. 22, shutting down the Post and the St. Louis Globe-Democrat which is printed by the Post under contract.

The Globe-Democrat said it hoped to be back on the streets Monday morning and the first weekend edition of the Post-Dispatch in seven weeks was to be printed for Sunday.

BY POPULAR DEMAND  
(AND AT THE NEW HIGHER INTEREST RATE)



# UFO Sightings Reported South Of Lindsay And In US

Those unidentified flying objects continue to be in the news.

Lindsay businessman Jerry Gauvreau is among the most recent people to report having sighted objects traversing the heavens for which they have no every-day explanation.

Mr. Gauvreau says he has been hesitant to report some of his experiences but reports of others have led him to conclude that it is of general interest.

On two separate occasions, while travelling along Highway 35 south, he has witnessed what he can only describe as UFOs.

The first occasion was near the junction of Highways 115 and 35 when his attention was suddenly attracted by objects crossing the sky about 1,500 feet ahead and at an altitude estimated at 100 feet.

White or silver in color, there were five in the flight and at first were assumed to be helicopters until closer attention to detail indicated they were tail-less, appeared

more circular than oblong and travelling in an arc from northeast to southeast at very high speeds.

Mr. Gauvreau said he barely had time to stop, train a pair of binoculars on the last of the flight and observe a reddish-orange cross as a distinguishing marking. He could detect no sound being given off.

On another occasion while nearing Orono, he observed what appeared to be a bright white, cigar-shaped object flying very low disappear below the horizon about 1,000 feet ahead of his vehicle. Stopping quickly, he climbed out to see if he was going to witness a re-appearance but nothing happened. Mr. Gauvreau said that from his observations, the craft had no windows, was soundless and appeared to be moving about 400 miles an hour, taking just about seven seconds to vanish after he observed it.

Writing on the subject of UFO's in the National Enquirer, Edward B. Camlin records the reports of two

Pennsylvania state troopers who were witnesses to some unexplained aerial phenomenon as they patrolled their route.

He writes:

## UFO Plays Strange Beam of Light on Ground

Two veteran state troopers watched in stunned silence from their patrol car as a mysterious, heart-shaped UFO, emitting a piercing beam of light, hovered silently over a grove of nearby trees.

The strange object, which had 12 to 15 red lights on it, hung motionless in the sky for about 90 seconds. Then the lights went out and it suddenly took off.

"I've never seen anything like it in my life," said Robert Bugjo, 37, a 16-year veteran with the Pennsylvania State Police.

Cpl. Bugjo and Trooper Paul Cutrufello, 24, spotted the object over Penn State's Delaware County campus at Middletown Township, Pa., while they were on patrol at 2:15 a.m. last October 4.

"These men are trained observers and if they say they saw something, they saw something," said Captain Stanley Kramer, their commanding officer.

"These men are dependable, level-headed and non-excitable."

Cpl. Bugjo told The Enquirer: "I was just looking up at the sky when I noticed this thing about 1,300 feet over the campus. We immediately stopped the car and cut our engine and lights.

"It looked like a teardrop shape to me and it had red lights halfway around the back. I observed plenty of aircraft when I was in the military, but this was not an aircraft.

"It wasn't making a sound. It was just hovering motionless, with this ray of white light coming down at the ground from the front part of it."

Trooper Cutrufello said: "The object was heart-shaped, and judging from the position of the 12 to 15 red lights, I'd say it was about the size of a 747 plane. But it definitely wasn't a plane."

"We watched it for about 90 seconds and then it started to drift away. The lights went out. Then we heard a slight purr and it suddenly took off to the east real fast and vanished."

Cpl. Bugjo added: "It could have only been a UFO. After I'd ruled out the possibilities of a plane or helicopter I wondered if it was a balloon.

"But it couldn't have been a balloon because we heard an engine noise and whatever it was moved much too fast."

The two troopers made out a report on the sighting and checked the nearby Philadelphia International Airport. "There were no aircraft in the area at the time," Matthew Oates, the Federal Aviation Administration's deputy chief controller at the airport, told The Enquirer.

Jack Acuff, president of the National Investigative Committee on Aerial Phenomena, a nonprofit scientific and educational group, said: "The troopers were good witnesses.

"By a process of elimination they ruled out a possibility of balloons, helicopters, planes and reflections in the sky.

"That left them with an unknown — a UFO."

THE POST  
Lindsay, Ontario  
Wednesday  
March 20, 1974

OH  
US1018-1973-0016

# **A HELICOPTER-UFO ENCOUNTER OVER OHIO**

by  
Jennie Zeidman

**Center for UFO Studies**

Best wishes to  
Walt Andrus -  
a good friend and colleague.  
Jimmie Ziden  
3/23/87



*With the compliments of*

**CENTER FOR UFO STUDIES**

1609 CHICAGO AVE., RM. 207 EVANSTON, IL 60201



"...and the thing was right there in front of us. I could see it very clearly."  
Capt. Coyne

# **A HELICOPTER-UFO ENCOUNTER OVER OHIO**

by  
Jennie Zeidman

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March 1979

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Evanston, IL 60201 U.S.A.

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Edited by Mimi Hynek and Sanna Hans Longden

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## ABSTRACT

On October 18, 1973 at approximately 11:00 pm, a helicopter of the U.S. Army Reserve was enroute from Columbus, Ohio to Cleveland, Ohio. Seven miles ESE of the Mansfield, Ohio airport, at an estimated altitude of 700 feet above ground, the crew encountered an unidentified lighted object. Analysis of the witness testimony indicates an uninterrupted observational time of approximately 300 seconds ( $\pm 30$ ). During that time, radio communications were interrupted, instrument and control irregularities were noted, and the aircraft experienced a climb of approximately 1800 feet for which the pilot disclaims responsibility.

This report details interrogation of each of the four crew members, and five witnesses on the ground who were apparently within 1000 feet of the event. Possible explanations of either a meteor or a high-performance aircraft are explored and rejected. Supplementary material briefly discusses similar UFO reports from the same vicinity during the same evening, and a survey of other reports of apparent close encounters between UFOs and aircraft, involving possible electromagnetic anomalies.

Jennie Zeidman's involvement with the UFO phenomenon began in 1953 when, as a research assistant in the Department of Astronomy at Ohio State University, she worked with Dr. J. Allen Hynek and was technical assistant in his early years as a Project Blue Book consultant. Since then she has investigated many UFO sightings, including those of the Lumberton, North Carolina, area in 1975. Because of her background in aviation and astronomy, and her residence in Central Ohio, she was asked in 1976 by the Center for UFO Studies to pursue the investigation of the UFO encounter experienced by Captain Coyne and his crew.

By the Same Author

1. The Lumberton Report. Center for UFO Studies Technical Report, November 3, 1976.
2. "UFO-Helicopter Close Encounter Over Ohio." FSR, Vol. 22, No. 4, November, 1976.
3. "More on the Coyne Case." FSR, Vol. 23, No. 4, January 1978.
4. "Major Coyne and the UFO--The True Story." FATE Magazine, Vol. 31, No. 8, August 1978.
5. "Zeidman on Klass on Coyne." FATE Magazine, Vol. 31, No. 12, December 1978.

## INTRODUCTION

The encounter between a military helicopter and an unknown object in the sky near Mansfield, Ohio on the night of October 18, 1973 has been of continued interest, not only because of the possible danger of the incident (a collision appeared imminent), but because of the technical competence and credibility of the four airmen witnesses. Dr. J. Allen Hynek, Director of the Center for UFO Studies, and I have both interviewed each of the crew members separately and together over a period of several years.

Subsequently, five apparent ground witnesses to the event have been located by UFO researchers Warren Nicholson and William E. Jones. I also interviewed these ground witnesses and spent many hours reviewing the tapes and reconstructing the dynamics of the occurrence.

Over the year and a half that I worked with the aircrew, there was never any indication of collusion, hoax, or willful exaggeration. The first taped account of the event (by Sgt. John Healey on October 19, the day following the incident) does not conflict with later interviews with the others; minor discrepancies which appear throughout are as much to be expected as the variations in testimony of witnesses to, say, an automobile accident; they do not affect the final analysis or conclusions drawn in this report.

Dr. Hynek conducted the first interview with Capt. Coyne (now Lt. Col.); he worked also with Sgts. Healey and Yanacsek

and with FAA officials at Hopkins Field. Healey's dream sequence was taken from a tape he made with his cousin, Laura Gallagher. All of the other information, unless specifically noted, was obtained and analyzed through my own efforts, and the opinions expressed are solely my own.

A complete listing of the sources for this report will be found on page 107. Words or phrases underlined in the tape transcripts indicate actual emphasis in the voice of the speaker, not emphasis added editorially.

The crew members of the UH-1H helicopter were:

Capt. Lawrence J. Coyne. Capt. Coyne, 36 (at the time of the incident), was a full-time commander of the 316th Medivac Unit in the U.S. Army Reserve, rated as a fixed-wing, helicopter, and seaplane pilot. He had previously been a plainclothesman in the Cleveland Police Department, and had served in the Army Reserve for 19 years.

1st Lt. Arrigo (Rick) Jezzi. Lt. Jezzi, 26, the co-pilot, was a chemical engineer rated for helicopter flying only. This was his first flight with Coyne and the others.

Sgt. John Healey. Sgt. Healey, 35, the flight medic, was a detective in the Intelligence Unit of the Cleveland Police Department with seven year police experience.

Spec. 5 Robert Yanacsek. Sgt. Yanacsek, 23, the crew chief, was an IBM service representative who had seen active duty in Viet Nam as a helicopter crew chief.

#### SUMMARY OF EVENTS REPORTED BY CREW

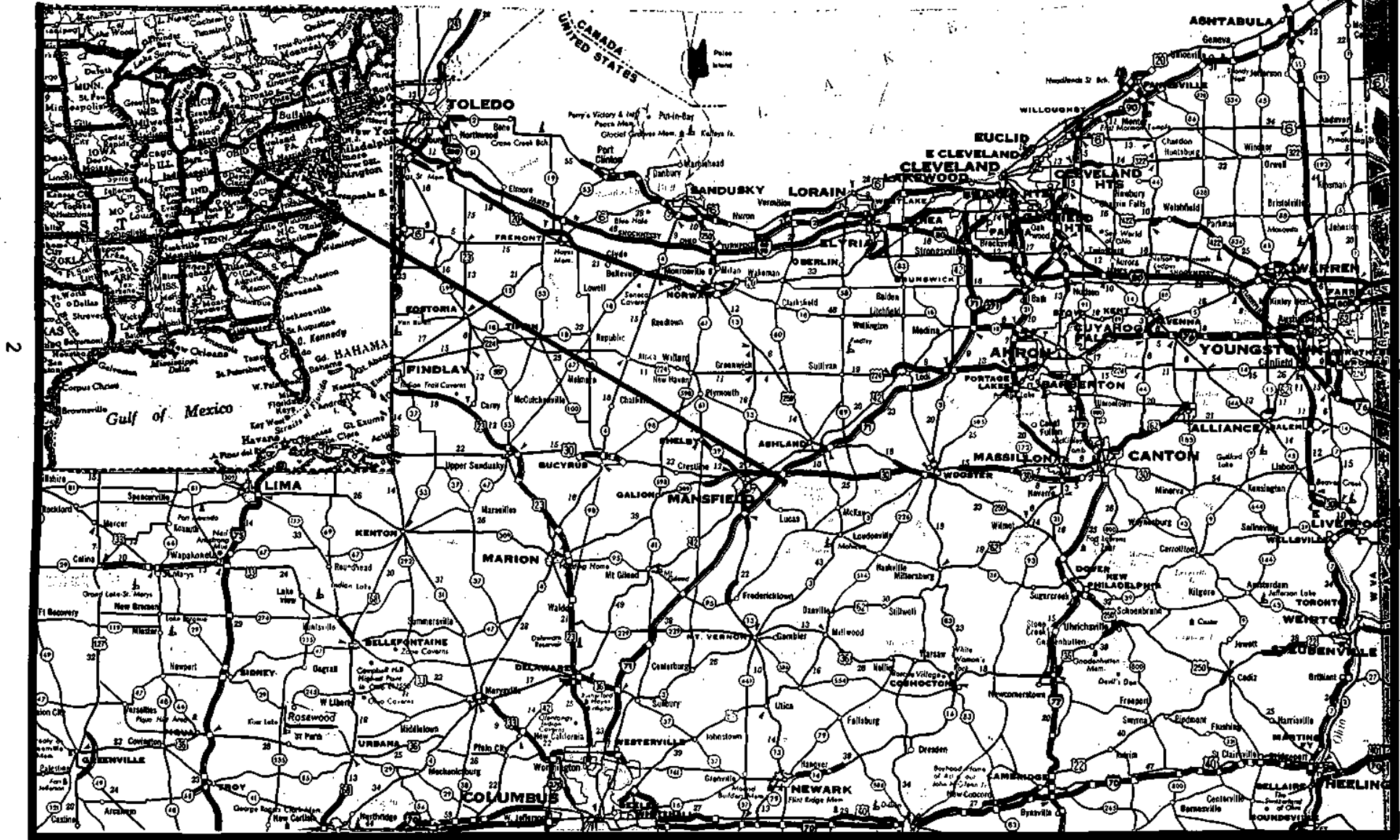
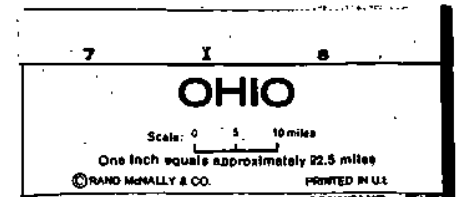
October 18, 1973: The four-man crew of an Army Reserve helicopter, based in Cleveland, Ohio, flew to Columbus for regularly scheduled physical exams. When finished, they left the medical facility at approximately 10:00 pm, drove back to the airport (a distance of two miles), filed a flight plan, and took off at approximately 10:30 pm.

The night was clear, calm, starry, and moonless, the temperature 43°F., visibility 15 miles. Lt. Arrigo Jezzi was flying from the left-hand seat. The helicopter was cruising at 90 knots (kts) at an altitude of 2500 feet mean sea level (msl) over mixed woods, farmland, and rolling hills averaging 1100 to 1200 feet elevation.

Near Mansfield, Ohio, Sgt. John Healey, in the left rear seat, saw a single red light off to the left (west) heading south. It seemed brighter than a portwing light of normal aircraft, but it was not relevant traffic, and he does not recall mentioning it.

At approximately 11:02 pm, an estimated three to four minutes after Healey's observation, Sgt. Robert Yanacsek, in the right rear seat, noticed a single steady red light on the eastern horizon. It appeared to be pacing the helicopter.

Figure 1  
LOCATION OF SIGHTING





After watching it for perhaps a minute, he reported it to Capt. Lawrence Coyne, the aircraft commander, who instructed him to "keep an eye on it."

After approximately another 30 seconds, Yanacsek announced that the light appeared to be closing on their craft. Coyne and Yanacsek watched from their seats, Healey got up and stooped in the aisle to observe, Jezzi's view was obstructed.

The light continued its approach. Coyne grabbed the controls from Jezzi, began a powered descent of approximately 500 feet per minute (fpm), and almost simultaneously contacted Mansfield control tower, requesting information on possible jet traffic. After initial radio contact, the radios malfunctioned on both VHF and UHF.

The red light increased in intensity and appeared to be on a collision course at a speed estimated to be 600+ kts. Coyne increased the rate of descent to 2000 fpm. The last altitude he noted was 1700 feet msl.

As a collision appeared imminent, the light decelerated and assumed a hovering relationship above/in front of the helicopter. Coyne, Healey, and Yanacsek reported that a cigar-shaped gray metallic object filled the entire front windshield. A red light was at the nose, a white light at the tail, and a distinctive green beam emanated from the lower part of the object. The green beam swung up over the helicopter nose, through the main windshield, and into the upper tinted window panels, bathing the cockpit in green light. Jezzi reported only a white

light from the upper windows. No noise or turbulence from the object was noted.

After a few seconds of hovering, the light accelerated and moved off to the west, showing only the white "tail" light. Coyne and Healey reported that the object made a decisive 45° course change to the right. Jezzi did not observe the course change. Yanacsek's view was partially obstructed.

While the object was still visible, Jezzi and Coyne noted that the altimeter read 3500 feet with a rate of climb of 1000 fpm. Coyne stated that the collective was still in the full-down position.

Coyne gingerly raised the collective. The helicopter climbed nearly another 300 feet before positive control was regained. Then the crew felt a slight "bump."

Coyne descended to the previous cruise altitude of 2500 feet; radio contact with Akron/Canton was easily achieved, and the flight continued to Cleveland without further incident.

The day following the incident, Capt. Coyne went to P.J. Vollmer, Federal Aviation Authority Chief of Operations at Hopkins Field, to find how and where to report the occurrence. In a taped interview with Dr. Hynek, Vollmer said:

I'll never, all the rest of my life, forget that man [Coyne] coming in here [approximately 2 pm]. I have known Coyne for some time, not personally, not even socially, but I personally have an extremely high regard for his integrity and his capability. In a case of this kind, I don't know anybody that I would believe any more. I trust his judgment without a question of a doubt. I don't know what happened, but I do know--I could tell from the tremor of his voice, which wasn't much--that he was shook. He felt the feeling, inside of himself--this is what I gathered--that it had to come out of him. This knowledge and information. He needed advice on reporting it somewhere, but he didn't know where to go.

However, Vollmer could not suggest an official agency to which to report, so the matter rested until Coyne related the event to his cousin, a reporter for the Cleveland Plain Dealer (see page 113 for newspaper story). Even after the newspaper account, there was no official interest expressed in the matter, so Coyne filled out Operational Hazard reports a month later in order that the incident be officially on record (Appendix

Figure 2

Captain Coyne and the  
UH-1H Helicopter

Interior of Helicopter with  
Outward-facing Rear Seats

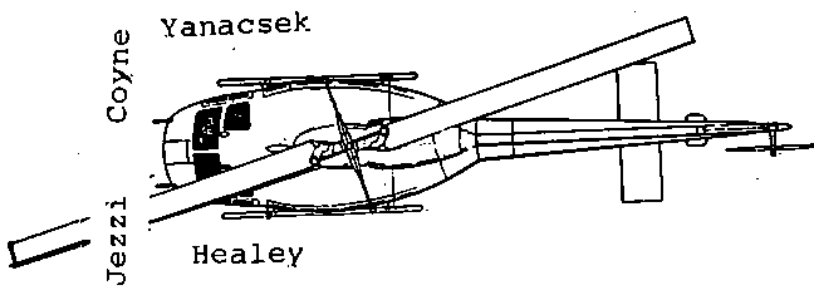


Figure 3

POSITIONS OF CREW MEMBERS WITHIN HELICOPTER

## CHAPTER I

### TESTIMONY

#### Coyne

After learning of the happening from the press, Dr. Hynek interviewed Capt. Coyne, the pilot in command, at the first opportunity, which was January 24, 1974. In the spring of 1976, at Dr. Hynek's request, I talked with Coyne, also.

#### Hynek Interview

Dr. Hynek's interview with Coyne took place at Cleveland Hopkins Airport in a UH-1H helicopter, an identical model to the one in which the event occurred.

Coyne: Basically, Jezzi was sitting here [see Fig.3] and I was sitting here, and John, he was sitting in this seat, and Yanacsek, the crew chief, was seated here, looking out this window. Jezzi had the controls. We were flying along, level altitude, 2500 feet. Yanacsek said, "There's a light on the horizon," and I looked out and told him to keep an eye on it. And I looked out this window here, to the right.

Hynek: Coming in from the east, then. You were going north.

Coyne: Yeah, and he said this thing was paralleling us, and I looked again and I said, "Well, check it out." And then he said that the thing was closing, and when I looked, the thing was coming at us. It was coming directly at the helicopter and it got larger and lar-

ger. And I'm looking out this window, now. I told Jezzi, "I have the controls," and I took the controls, and the first thing I did was push it down [the collective]. We started to descend. Here's your vertical speed, right here, and we went down to 500 feet per minute, okay? And we're maintaining 90 kts, so then I took the cyclic and I pushed it forward. About 20<sup>0</sup> lower than the horizon. Our airspeed went to 100 kts, our altimeter, which was reading 2500, started down, 'cause it [vertical speed] was showing 2000 fpm. It kept coming right at us, and I saw it was still coming, directly for the helicopter.

Hynek: It was paralleling at first, though, you say. . . .

Coyne: It was paralleling us, right.

Hynek: Was it gaining on you, would you say?

Coyne: No, it wasn't ahead of us or behind us, it was even with us.

Hynek: But getting closer, though.

Coyne: Well, when it was paralleling, it didn't look like it was closing. Then it started coming at us, and as it came at us, I saw it was closing, and going faster and faster, and I said, "Holy Christ, that could be a jet," and [indistinct] said, "No, that's not a jet. It's moving too fast because of our altitude,"\* and I looked and we were going through 2000 feet now. . . .

Hynek: Going through 2000 feet, going down. . . .

Coyne: We'd been at 2500, and it started coming at us, and I pushed the collective down. And I saw it was coming at us, and I saw we weren't descending fast enough, so I pushed the cyclic forward to get our nose down, to

---

\*Federal Air Regulations stipulate that below 10,000 feet msl aircraft speeds must not exceed 250 kts except to preserve the safety of the aircraft.

get 2000 feet per minute, and it still kept coming at us. We were going down in altitude, and it looked like it was still coming at us--it was descending in altitude also. It was coming to wipe us out, you know? We descended from 2500, we're down 500 feet already, and then, let's see, I said the son of a gun is gonna hit us, y'know? And I braced--I figured this was it. What do you do when you have an automobile accident? You just stiffen up. And then they said look! and I looked, and there it was, right here. . . .

Hynek: At about your 1 o'clock position, and 30° up. . . .

Coyne: Right about here, okay? And they were looking from your position, either out through here, or through here. . . .

Hynek: By now it was close enough that they didn't have to look out the side windows.

Coyne: Right. Now, the light swung 90° and came into the cockpit, here. Now we fly at night and these instruments are all red lights, here. Everything turned green. Now, it could be, maybe because of this. [Indicates green-tinted panels of overhead windows.]

Hynek: But that's not very green.

Coyne: Here, I'll just give you an idea. [Holds up white card to sunlight coming through window.]

Hynek: It looks yellow-green, but it looks mostly yellow, and also, that's sunlight. . . .

Coyne: They said look! I looked and I saw it, right here, and then it moved this way . . . it went over this way, to the west.

Hynek: Did it change its angle, or change its course, or. . . ?

Coyne: No, it stopped over us, and then it just slowly moved, while I thought we were descending, 'cause I remember

it was 1700 feet and I thought, "Oh, this is it," and then I saw it right in front here, and I said, "That's no F-100!" Then it moved this way, and I looked at my altitude and we were at 3500, climbing to 3800, past 3500, and the collective is still down. This [the cyclic] is forward.

Hynek: Now, who else saw the altimeter at that time?

Coyne: Rick [Jezzi] could see it, but I don't know whether John could or not. The first thing I looked at was this [the altimeter] and this [rate-of-climb]. And I saw we were at 3500, and I saw it was 1000 fpm.

Hynek: Vertical ascent.

Coyne: Vertical ascent. Climbing. We're still on a heading of 030. Our airspeed was 100 kts. And we're at 6600 rpm. We were maintaining our rpm, but we were in position--the controls--for descent. You know, in autorotation, a controlled autorotation.

Hynek: Hmmm. This [collective] was still down. . . .

Coyne: I had called Mansfield tower. Here's the radio. I had called Mansfield on UHF, 257.8. Now this is the UHF frequency. If this doesn't work, you go to your VHF. Then here's your transponder, here. We had the transponder on. We called on this radio, and we called on this [other] radio, and we changed frequencies twice on it. Went from 257.8 to Cleveland radio, to Mansfield radio 255.4, and I think we called Mansfield tower on--what the hell is it--119.8 or something like that, on the VHF frequency. And when you key your mike, you hear a keying tone, you know? And we heard that, so when you press the key, the switch, you hear the transmitting sound, and there was nothing. They said, "Go ahead, Army one-five triple-four."

Hynek: They heard you.



Coyne: Yeah, they said they heard us and yet they say they can't find it on the tapes. They said they had three or four different tapes going, frequencies going.

Hynek: You had radio communication to begin with?

Coyne: Yes, they acknowledged.

Hynek: When did you first call Mansfield?

Coyne: Oh, it was still approaching us. When I saw the thing coming at us, and I said, "That thing looks like a fighter!" I said, "Do you have any high-performance aircraft in this area at 2500 feet?" And there was no answer. I said, "Mansfield tower, this is Army one-five-triple-four." I said, "Do you have any high performance aircraft flying in this area at a speed of 600 kts?" Nothing. I said, "Call them, Rick," and he called them. Nothing.

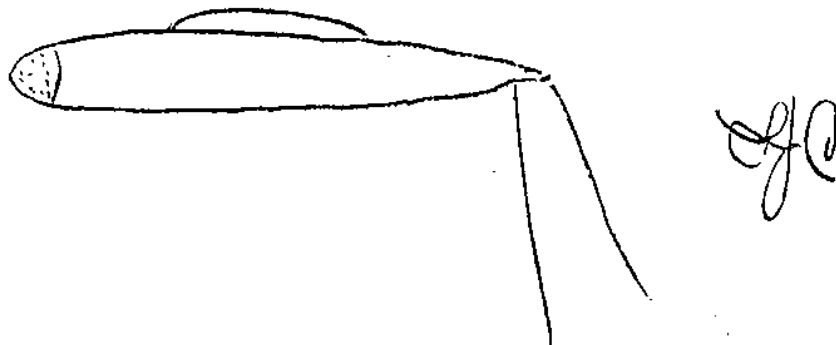
Hynek: When you say "nothing," you mean no answer? You got no answer?

Coyne: Right. Now you change frequencies, change channels, you hear a channel tone. A buzzing sound and then a stop. That means the channel change. And it did change. And then--nothing.

Hynek: By "nothing" you mean you weren't getting out or. . . .

Coyne: There was the tone. But then there was nothing. And yet the radio worked, because we were talking to Mansfield just before, without a change, and we got Ashland and Medina--we made contact--the first people we made contact with [after] was Akron Approach, and we got a position report from them, and we just carried on, and I could see this object that was moved away. I saw the red as it was coming, and I saw a red and green here [as the object was in front] and this is where I drew the picture of the object.

Figure 4  
COYNE'S DRAWING OF OBJECT



The next portion of the tape concerns Dr. Hynek taking photos of Coyne pointing out the windshield (Frontispiece) and a discussion of the drawing made by Coyne (Fig. 4).

Hynek: Now Larry is showing me his drawing. The reason you put this first line here [the line around the nose] was why?

Coyne: Okay. The first line indicates where the red light stopped. To delineate where the red light stopped and the gray metallic structure began. You could also see the red reflection off the gray metallic structure. As you looked farther aft, in the center of the structure, you could see the gray, and the, in the trailing edge you could see the green light

and off the gray structure you could see the reflection of the green light.

Hynek: Where was the white light that you saw?

Coyne: I didn't see the white light until it was moving west.

Hynek: The green, then, was beaming down this way?

Coyne: Down on a 45 . . . and this light [the green] swung around from 180° to . . . or swung 90° to our position and came into the cockpit.

Hynek: I see.

Coyne: It was just all gray. There were no lights or anything other than the red and the green.

Hynek: The one thing I want to ask about the outlines: were they fuzzy or sharp?

Coyne: Distinct. Distinct. Because the stars were blotted out, you know. It was dark, but you could see the ground. And with the stars you could actually see the outline of the structure.

That evening Hynek had dinner with Coyne, Healey, and Yanacsek. It was during their relaxed evening conversation that Coyne, describing the incident to Hynek, said, "It was like looking into another world."

#### Zeidman Interview

Two-and-a-half years later, I reviewed the event with Coyne at Cleveland Hopkins Airport. Coyne was in the pilot's seat of a UH-1H; I was in the right rear seat immediately behind him.

Coyne: I took a look and I could see the light and see it was moving toward the helicopter. At which time I got on the radio, with my heel mike here, and I pressed that. We were tuned into Mansfield and I said, "Mansfield, this is Army helicopter 15444: do you have any high-performance aircraft in your area?"

I let go of the mike, and he came back and said, "This is Mansfield Approach, go ahead Army one-five-triple-four." I stepped on it again. "This is one-five-triple-four. Do you have any high-performance aircraft in your area?" I let go of the mike. Nothing. [Coyne means there was no response.] Yanacsek said, "The aircraft is closing."

I saw it. I tell Jezzi, "I have the controls," and I grabbed the controls from Jezzi. I saw it was coming and I pushed down on the collective and we began to settle. Generally we descend at 500 fpm. A general procedure. But I can't give you the time. I just went down a little. I'm watching the object and checking my instruments. I'm watching and reacting. It's moving at us, and it looks like it's going to ram us right by the door. I take the collective and I push it all the way down.

Looking now, our airspeed is 90 kts. I push the cyclic forward and increase our speed to 100 kts to help get the aircraft moving, and the helicopter begins to descend. Okay. The object is coming closer and I'm checking my instruments 'cause I see the ground is coming up and . . . 1700 feet . . . it looks like the thing is gonna impact with us. And Healey says, "Look!" And I look at the altimeter and it says 1700 feet and I look up and the thing is right there, in front of us. The object was all across the window. I could see it very clearly. It covered the entire window, not just a spot. The red light was here. And where the red

light stopped you could see the red reflecting on the structure. Very definite. The red constant glow.

And behind it the green light comes out--a pyramid-shaped light--and swings 90° and just comes this way, and comes into this window and it seems like it takes up the whole aircraft. Everything turns green. And I said, "That's no F-100!" And Yanacsek is looking over my shoulder and Healey is looking over and Jezzi is staring. Then the light . . . the aircraft . . . the vehicle . . . begins to move this way, and I asked Jezzi, "Do you have it?" and he says, "I see a white light." And Healey is looking at it through here [front] and part of it up there [above]. And then we could see it moving towards Mansfield. The faster it accelerated the brighter the white light got. It did a 45° turn when it cleared between Mansfield and the Mansfield airport, headed toward Lake Erie and the Sandusky area, and in the Sandusky area it did a 45 attitude climb, out into space. The light became very bright until it disappeared.

Zeidman: How did it disappear, and how did you know it was going away, if it was getting brighter? Going away and getting brighter is against the laws of physics.

Coyne: It just suddenly snapped out, and you could tell it was receding because of the flight path, the trajectory. There was no doubt it was going away. At that time we contacted Akron-Canton. We could not get hold of Mansfield at all. We called Akron-Canton radio, and they answered. The radios were functioning fine then, and Akron-Canton says, "You are over the . . . you are so many miles north of Ashland."

Zeidman: You got a transponder fix?

Coyne: Yeah, right. And we said, "Fine." All we said was what was our position. And I said, "Healey and Yanacsek, keep an eye out for that thing in case it

comes back to take another pass at us." In my opinion, that thing tried to ram us. To kill us. That's what my fear was. And I moved us back to Cleveland at 110 kts, almost max airspeed.

But before that point, while we could still see it, I says, "My God, we're at 3500 feet," and I says, "What's happening?" The collective was bottomed. It wouldn't go down any farther, and while I was looking at the instruments, the altimeter was going up to 3800. I pulled the collective up and then pushed it down and the helicopter seemed to settle. I never touched this [collective] until I noticed the helicopter was at 3500 feet and climbing.

Zeidman: But you didn't see it [the altimeter]?

Coyne: Yes, I did. I noticed there was a climb, but I didn't think there would be that rate of a climb.

Zeidman: Well, didn't you wonder "why are we climbing--the collective is down!"

Coyne: I figured turbulence.

Zeidman: Did you feel the climb? Did you feel any turbulence?

Coyne: No. That's what's weird. There was no turbulence, no noise. We didn't hear anything, we didn't feel anything; all we could do was see. And the fact that this thing was up to here--3500 feet--and this needle [rate of climb] was up to here--1000 fpm, and it was climbing. From the bottom position I had to pull it up, push it down, and then the helicopter seemed to bump, like it hit turbulence then. But the thing was way to the west. It was already in the Mansfield area when we began to settle. When I saw the 1000 fpm climb and read the altimeter, the collective was still in the down position. The throttle was still in the same position as when I descended. The needles were

still joined together, still running at a regular rpm.  
It was a powered descent, not an autorotation.

I asked Coyne specifically about the location of the event. Coyne said that he was unable to pinpoint the exact site, although, he said:

I've flown that route a hundred times. We were just passing Mansfield. We could see Mansfield, and the Mansfield airport, and then Ashland, straight ahead. Jezzi was flying, and we were following the lights of I-71 and cross-checking with Cleveland VOR. We had the Mansfield NDB [non-directional beacon] cranked in--we always keep to the right [east] of the NDB so as to keep away from the Mansfield control area. I knew where we were, but the exact spot over the ground I can't tell you. [Locations on Fig.5]

While I was talking with Coyne on another occasion at Port Columbus, again seated in a UH-1H, we reviewed the sequence of events. He mentioned, almost as an afterthought, the helicopter compass malfunction.

Coyne: . . . and we began to settle, and the magnetic compass was. . .

Zeidman: Yes, go ahead.

Coyne: . . . was spinning.

Zeidman: This has never come out before, that the compass was spinning.

Coyne: It was completely shot. The mechanics took it out of the box and shipped it. I thought this information was in the . . .

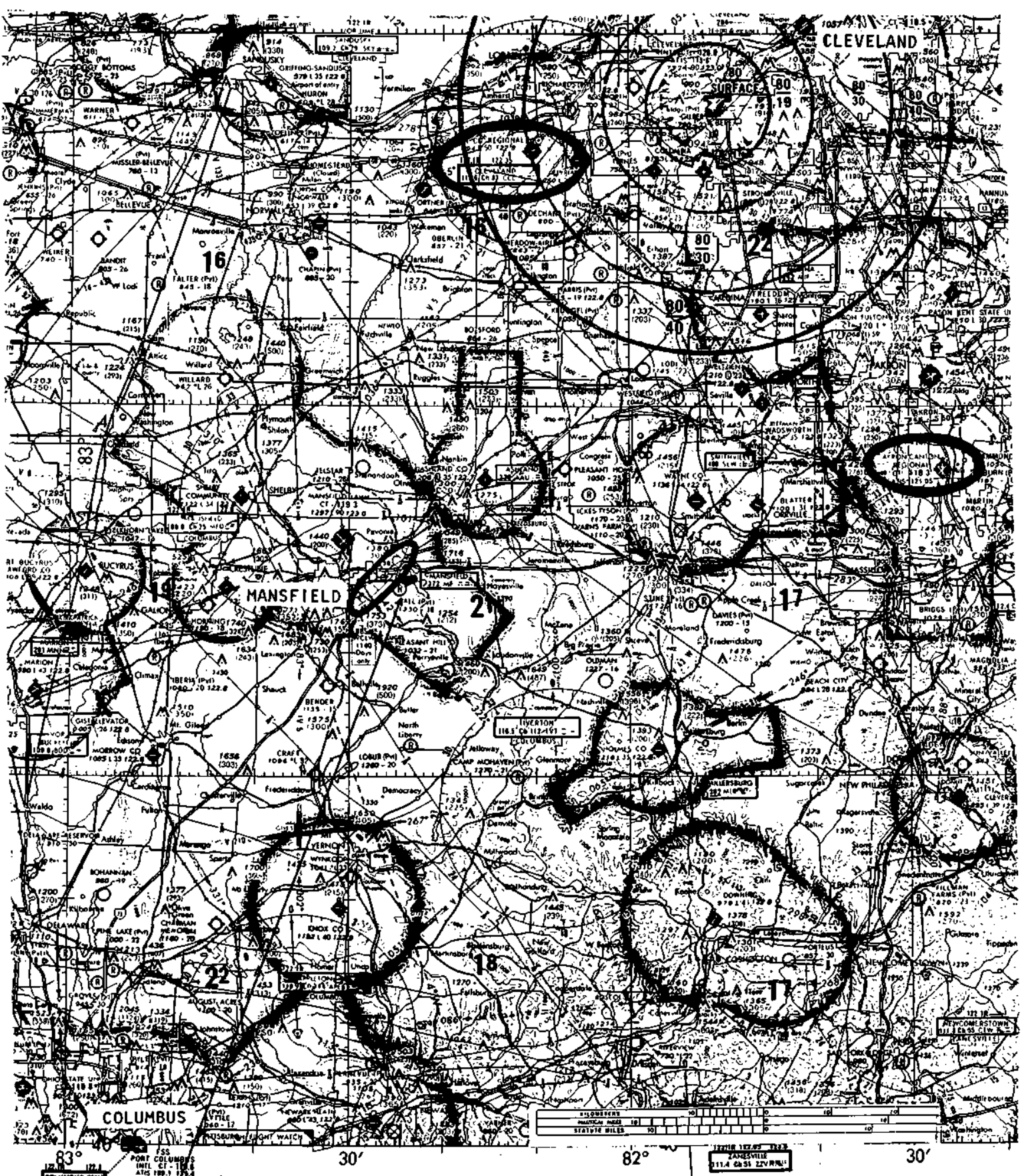
Zeidman: No. No way. This has never come out before.


Coyne: It began spinning when the vehicle, the thing, was in front of us, while it was still coming to us.


Zeidman: And you were looking at all these things [the instruments] at the same time?


Figure 5


AERONAUTICAL CHART SHOWING LOCATION OF BEACON, TOWERS AND GROUND WITNESSES



 Mansfield NDB  
(non-directional beacon)

 Ground witnesses' location

 Cleveland VOR (very-high-frequency  
omni-directional range)

 Akron-Canton



Coyne: Yep. This didn't spin [the RMI]. This did [the magnetic compass]. This remained constant--our radio magnetic indicator. But this just began to spin. Like crazy. It was spinning the next day after we landed. The mechanics came out. The thing was just shot. The compass was useless. We can show you the aircraft records. The compass was removed because it was completely unserviceable.

Zeidman: All right. So, how did you get reoriented, and get your heading, and so on?

Coyne: Well, we never varied. I don't think we even deviated. There was no pedal. The problem was not the heading; it was descent and airspeed.

Zeidman: On one of the tapes, Healey said the compass remained the same.

Coyne: This compass--the RMI There was no malfunction in any of these instruments, here. We had the Cleveland VOR on; the altimeter, the RPM, the torque--all the instruments were functioning. The only thing--this [the magnetic compass] began to spin. Now this thing will spin, a compass will drift 20° when you turn on the landing light. But this thing just kept on turning, in one direction. Kept going around: 90, 180, 270, zero, 90--continuously. It didn't drift back.

Zeidman: How fast was the compass spinning?

Coyne: [Motioning] About like that, maybe four or five--say four times a minute.

Zeidman: And the compass was actually removed?

Coyne: It was replaced. The tech inspectors went over the aircraft with the Magnaflux. They checked with the

light for skin stress on the aircraft and there were no stress factors on the aircraft.\* Nothing damaged. The only thing that was bad was the compass.

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\* In the Zyglo method of the Magnaflux Corporation, a fluorescent penetrant is sprayed on the metal to be tested and the surface is then examined under a source of ultra-violet radiation.

Healey

The verbatim transcript below represents the first recorded description of the event: a tape made October 19, 1973. Sgt. John Healey related his experience to a colleague in the Cleveland Police Department less than 18 hours after it happened. He presented a calm and straightforward account interspersed with moments of restrained desperation and hysterical, almost sobbing laughter.

. . . The light seemed to be getting brighter and brighter. And it appeared that it was on a collision course. And we were at about 3000 feet, and the pilot took the controls from the co-pilot and he put the helicopter into a power dive and we lost 500 feet immediately if not sooner. And this object cleared our aircraft by about 500 feet. It had a steady red light on the nose; it was cigar-shaped and had a green light shining down from the aft end. It was like a gun-metal gray and it made no noise nor were there any vibrations or air turbulences. It went from the eastern horizon to our point in a matter of about two minutes, and then from there it continued in a direction of about 270° till it got near the horizon. Then it broke off and did about a . . . to 340° and was lost on the horizon, just like that.

When it was all over we were all pretty scared because at the speed this thing was moving . . . now it's a funny thing, it came from the horizon very quickly but when it went over our aircraft, its speed was very slow until it passed over our aircraft and then it picked up speed again. This is the odd thing about it. Because the helicopter has green . . . we call it the greenhouse. It's a green roof, green windows, over the

top of the pilot and co-pilot so they can see directly up; it's tinted against the sun. I was standing right in the aisle between the pilot and co-pilot and we were looking right there through the greenhouse watching this thing, and it damn near came to a stop right over us. And then it started up again. So we all got a very good look at it. There were no windows that I could see.

It just hesitated for a moment--dropped its airspeed very low--and then just picked right up again and took off. And there's nothing we've got that's that slow and fast in the air, that can slow down and start up again that fast. There were no engines, and no air turbulence. This thing didn't have any wings. I don't know how the hell he got around, but he did. And if we hadn't dived, we probably would have been involved in a collision, because this thing only cleared us by about 500 feet. If we had stayed on 3000 feet it probably would have hit us. The speed that this thing moved from the horizon was fantastic; it really put on the k's.

When we first observed this little red light it looked like a navigation light, way out in the distance, but as it got closer this light got very big and very bright. It was almost like the landing lights of a 727, that's how bright this light was. Like, our navigation lights are very small bulbs on the sides of our aircraft, but this had a great big spotlight on the front of it, and that's why you could just tell from the size of it . . . this light kept getting bigger and bigger and bigger, so we didn't know what it was until it was right over us, and we could see its outline. All we could see coming at us was this one big red light. It had no blinking lights at all, or the anti-collision beacon, just the red light in the front, the green light underneath and the white light in the back. It looked like the real bright landing lights we had just seen at

Port Columbus. It was a steady light. And it scared the living hell right out of me.

Well, everybody looks at me and they laugh as I talk to people about it. They say "ha ha ha," and I laugh about it too now [laughs hysterically for four to five seconds, then stops soberly]. Well, all four of us were on board this aircraft last night. None of us ever expected to see something like this, and we've never encountered anyone who had seen anything like it, so it was a brand new experience altogether. I'll tell you the truth: any time I've ever heard anything about UFOs, I've just glanced at it; I never really got absorbed with it because I never believed in it, but now I think I'd start reading the articles, because maybe somebody'll describe what I saw.

And we had just taken our flight physicals that evening so we were all cold sober and in perfect health--we'd all passed our physicals--so it wasn't a case of we'd been out drinking or something. You just don't go near an aircraft when you've been drinking. And we left the hospital at 10:00, and we pulled pitch at 10:30, and it took us 15 minutes to get to the airfield and we filed our flight plan, and it took about 15 minutes to warm up the aircraft, and at 10:30 we were leaving, so there was no time to stop at a bar and even get halfway wasted, 'cause we can account for every minute of our time.

Healey's testimony remains consistent. Talking with his cousin, Laura Gallagher, a year later he said:

We were almost struck by an aircraft. This thing tracked us for a long time, out on the eastern horizon, and then it started on an intercepting path, so it was probably trying to dope us out, you know. Then I figure he just came in for a closer look. He was curious like we were curious, but he had the ability to outrun us.

. . . But after he took off, I watched that light for a couple of minutes, just watched it take off in a westerly direction. Then when it got near the horizon, it did a right turn of about 45° and just followed the contour of the earth, and over the horizon it went. I sat and watched it. I had nothing else to do. And it made a 45° turn and went over the edge of the world.

In December 1976, talking with CUFOS consultant Dr. Tom Evans, Professor of Psychology at John Carroll University in Cleveland, Healey said:

It had no windows, and it was a cigar-shaped affair. It looked as though it was a solid object. It definitely had substance. If I had to guess what material it was, I'd say metal. Some of the light reflected on the object. From my point, between the seats, it appeared to take up the entire--both--front windows. Surprisingly, I looked at it as a disinterested party. I had no fear that we would be involved [in a collision]. It was just something interesting to watch. I was hoping it would turn around so I could get a better look.

Evans asked Healey what left him with the greatest emotional impression. Healey replied:

The shaft of green light coming out of the underside of the aircraft. You could actually see a cone of light, a definitive cone, a light that stuck out at right angles. A spotlight has a condensed cone from the source--the filament--to the target; it doesn't grow that big. But this opened up in a triangular shape. It opened up. It wasn't just a straight beam of light coming down. It was going straight down from the aircraft, but it wasn't a condensed beam. I saw the green beam as the [object] was in front of me, out the front windshield. I didn't see it as it was going away [to the west]. Then I saw the tail light--a white light. I saw the red light

coming toward us, and when the aircraft was perpendicular to us through the windshield. What happened was I had crouched down between the two seats and that way I could look right through the windshield. I couldn't see the bright spot, the filament of the light; I could just see the cone.

I really don't remember the inside of the aircraft [the helicopter] turning green. I don't remember the green cockpit or the descent or the climb. I know Larry said the light swiveled, but I don't remember that.

Dr. Evans then talked about the perceptual phenomenon of "closure," in which the human mind is capable of taking three or more distinct points and "filling in" or "closing" them into a shape or pattern that is identifiable with respect to past experience.

Healey replied that indeed he had tried to "form the cigar shape into a recognizable aircraft, something that I could identify, an F-100 or something," but that he was unable to do so. He concluded:

We had enough time where we could watch this thing come at us, [but] when you see this thing, it staggers you because you don't know what the hell you're looking at. It was just a solid metal thing, with no rivets or seams or anything like that. I'll never forget that damn thing.

Yanacsek

Spec. 5 Robert Yanacsek had had a previous UFO experience in Viet Nam. While crew-chief of a Chinook helicopter, he watched three white lights flying in tight formation, passing beneath his helicopter as it was flying 3000 feet above the ground at night. The lights maintained their precise relationship throughout the 20 to 30-second observation, and did not appear to be attached to anything.

During the Mansfield incident, Yanacsek was seated directly behind Coyne, and had an unobstructed continuous view of the object from the time he first noticed it on the eastern horizon, through the encounter point when the object was maintaining a fixed relationship to the helicopter.

Describing his experience, Yanacsek said:

It was a clear night, a beautiful clear night, and a steady red light appeared on my right--a steady red light, not flashing--and naturally I thought it was an aircraft. It was so far away that I looked at it for some time before I mentioned it; it wasn't that important, it was so far away, and we were coming up on Mansfield, and we'd be having [radio] contact with the ground so I didn't want to bother Larry. We were too high, in my estimation, for it to be a radio tower, but it was either that or an aircraft. I figured it was an aircraft, since it wasn't flashing.

I must have watched it for a minute, oh, a minute and a half, before I said anything. A long time. [Great emphasis in Yanacsek's voice.] There was no question in my mind that it was man-made, whether it was a tower or a plane. It wasn't a star or anything.



It was a red light, and it was kind of hard to miss it.

As the object was closing, and I hate to call it a crash dive, but that's basically what it was--a last ditch effort [of the helicopter] to get out of the way in the last 20 seconds or so when it was driving straight toward us. It was obvious that it was coming at us. There was no question there. We were positive it was going to intercept us, especially since the object or whatever it was had turned in our direction to begin with. It didn't try to stay apart; it was turning toward us at the same altitude and was obviously going to come at us and intercept us. It was red the total time. There was no flashing; it was just bright red, a bright red. I saw a white light only when it was directly overhead, or--correction, correction--I think as it approached me there was a white light. Yes, I think there was because it lit up the tail a little bit and gave definite proof, if you want to say, that it was something solid, something solid and metallic. It lit up the area around the light. It was because it was coming at us at an oblique angle that it [the white light] couldn't be seen immediately.

It easily filled up the entire windshield. If I had been sitting in the front seat I probably wouldn't have been able to see anything but the aircraft, or whatever it was.

The object may have hovered over us for 10 to 12 seconds. It seemed like a long time, it seemed like it was there for so damn long. It was just stopped, for maybe 10 to 12 seconds, and I mean stopped. It wasn't cruising, it was stopped. It didn't waver, it didn't put on the brakes, it didn't gyrate--it was just like in a cartoon. It was coming at us, and then, in the next "frame," it was there, just like that. No noise, no flaps. It reminded me very much of a submarine. Silent and gliding, and just there. I really didn't think we would

really collide, because the object was obviously completely in control of the situation. . . .

The edges were sharp, because it was an exceedingly clear night out, and the solid part of it blotted out the stars right behind it, and if it had been a dark, cloudy night I probably couldn't have told too well, but it blotted out the stars in an oval shape.

Yanacsek mentioned also that there was the suggestion of a line of separate, possibly round "windows" between the main oval shape and the slight "dome section" of the object. The light from the "windows" was insignificant compared to that of the other three brighter lights on the object.

The green was in the cockpit, but I think it came from the "greenhouse." It was green inside the cockpit. The green light also came in through the windshield, which is not tinted. What happened there . . . it wasn't just a one-shot light, it seemed to swivel. Now again, whether we flew through it, or it swiveled, at any rate the light traveled across our nose into the cockpit and then up into the green area, and it washed out the entire cockpit. It might have been a maneuverable spotlight, or it might be we were passing under it; it did shine in the front. It came up over the nose into the cockpit windshield, and then it came up into the "greenhouse." It was wide and intense, like an aircraft light.

After it got out John Healey's side . . . I think we had litters and equipment and stuff, and I couldn't really see it over the co-pilot's head until it got out Healey's window. At that time it was almost as small as when it started. Very small. And white. It was way over near Mansfield. The time it took to get over there was between 30 seconds and a minute.

Jezzi

Lt. Jezzi was not available for an interview until February 12, 1977 when Dr. Hynek and I met with him. We asked Jezzi to simply "begin talking," and he quite readily launched into his description of the event.

Jezzi: That was my first flight with the Unit. I hadn't flown for three months before that. We were through with our physicals and we took off without refueling. The weather was beautiful, and our visibility was unlimited. I was flying at the time, and we were cruising at 2000 or 2500 feet, I don't remember exactly, and we were flying east of Mansfield, and there had been some conversation previously about UFO's because at the time there were a lot of stories coming out . . . the Governor of Ohio had seen them. We were flying about ten miles east of Mansfield . . . there's that F-100 Air Guard squadron stationed there, so you always look out for the jets. I think we had called the [Mansfield] tower and cleared ourselves through the zone.

At that time there was a mention of a red light on the horizon, the eastern horizon, to our right, and the conversation was that it looked like a radio tower, but it wasn't flashing, and then a few seconds later [Yanacsek] said, "No, it's not a radio tower, it appears to be moving." The next comment I heard was "it's coming toward us" and very shortly thereafter . . . I was sitting on the left side of the cockpit . . . I couldn't see what was going on, it's very hard to look toward the right, so Captain Coyne took the controls from me, put the collective down, reduced pitch, and we descended, and we dropped, oh maybe 1000 feet to about 1500 msl. We were trying to contact Mansfield

but we couldn't get them. And then all hell broke loose in the cockpit. Everybody was starting yelling and screaming about what the hell it was and that it almost hit us. That kind of conversation kept up for several minutes.\* Now I never saw the object until it was almost vertically on top of us. I never saw a body to it at all. I would say it was about 100 feet above us and maybe 500 feet to our front. Fairly close. The only thing I recall seeing was a white light, a very bright, intense white light on the aft portion of the object, on the back side moving away from us. I followed that light all the way to the horizon.

Zeidman: Did it fade out, or did it snap out, or what?

Jezzi: I just saw it go away and disappear. I assume it went over the curvature. What bothers me is that it was a very intense white light, comparable to some of the approach or landing lights on a smaller aircraft. Not at all like an aft position light, which is an extremely small one, not very bright. It was much too bright, extremely bright, to be an aft position light.

Zeidman: All the time you saw the light, did it vary in color or intensity?

Jezzi: No, it stayed very bright. . . .

Zeidman: Even as it receded?

Jezzi: Yes. As I said, it was different than an aft position light. It was like a little ball of white light.

Hynek: How big, would you say? What kind of object held at arm's length. . . .

Jezzi: A nickel.

Hynek: Was it bigger than a point source?

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\* During the April 2, 1978 meeting, Yanacsek indignantly stated that there was not a lot of yelling and screaming. He resented Jezzi's remarks. "We were under emotional control," he said.

Jezzi: Oh, yes.

Hynek: If the full moon had been visible at the time, would it have been bigger or smaller?

Jezzi: Smaller.

Zeidman: How would you compare it to an aspirin held at arm's length?

Jezzi: About as big as two aspirins at arm's length.

Hynek: Well, the full moon would just be covered by one aspirin.

Jezzi: Oh, I've seen moons bigger than that!

There were a few moments of digression while Dr. Hynek explained the apparent angular-diameter relationship between sun, moon, and an aspirin tablet.

Zeidman: Well, were the edges fuzzy or distinct? Did it leave a beam?

Hynek: A train? Did it at any time leave a trail, a luminous trail?

Jezzi: No. As I say, it was a very intense white light. It did not leave a beam of light, like a spotlight, you get a beam. It didn't give that effect at all. It was just a single, isolated light, extremely bright.

Zeidman: What was its trajectory? A straight flight path, or . . .

Jezzi: Linear. Its course was linear. Now, it was mentioned that there was a greenish light that colored the aircraft, that turned the Huey green for a moment as it went by. I didn't see that or sense it, and I think that since the cockpit has a greenhouse--a green plexiglas roof--that was the effect we [sic] saw. There was conversation while it was happening that it was stopping over the helicopter, that it hovered, but I didn't see that. I hadn't caught sight of it yet.

Hynek: How long was it in view? How long did it . . . ?

Jezzi: Minutes. The whole episode was over in minutes.

Hynek: The length of time you saw it. . . .

Jezzi: It's hard to say. From when I first caught sight of it and followed it to the horizon, it's hard to say whether it was a minute or 30 seconds. The whole episode took place in minutes. Maybe two? Maybe more. For my part, I saw it, I'd say, for from 30 seconds to a minute.

Zeidman: Well, you've never established how fast it was going.

Jezzi: I don't know the approach speed because I didn't see it, but as it receded it was going faster than the 250 knot limit for aircraft under 10,000--faster than 250 knots but not as fast as 600 knots, the speed that the others reported as the approach speed. I will say that it was moving faster than normal traffic at that low altitude. Closer to the 250 than the 600. In a way, I'm kind of the odd-ball in this situation because I couldn't see over to the right, and I really didn't see the first part, what the others saw.

Zeidman: Were you aware of the dive, and the climb?

Jezzi: I was aware of the dive. Your stomach went. Because Coyne really grabbed it from me. You could tell he was concerned. He was much more aware of the proximity of the object than I was. I hadn't seen it. I wasn't aware of the climb at all--and 1000 fpm--it could have been less. It was not that much of a climb, that steep, that much acceleration. But the climbing is something that occurs somewhat easily in a helicopter if you're not paying attention. If you're flying the aircraft and thinking of something else. We were talking rapidly about what was happening. You get excited and you just go like this [demonstrates by raising left arm] and you're climbing. And going from 1500 to 3000 feet in two or three minutes is not going

to be that extraordinary. There are thermals that are so bad that you put your collective down and you're still climbing. I've had it happen to me.

Zeidman: Do you think Larry was responsible for the climb?

Jezzi: I don't know. Larry said, "Son of a gun, it pulled us up!"

Zeidman: You weren't following through [on the controls]. . . .

Jezzi: No, I didn't have the controls. I don't know what he did. I saw the altitude. I recall it was over 3000, it could have been 3500 feet, and we were still talking, still trying to get Mansfield on the radio. I'm pretty sure it [the object] had disappeared by then because it faded out, and I immediately looked back over [at the instruments] and that's when I caught the altitude. The object must have been gone by then because while I could still see it, I was looking at it.

Hynek: Now sort of lean back and take a deep breath and try to recall--take as much time as you want--and recall the conversation just after it happened.

Jezzi: After it disappeared? Well, I recall Coyne's comment about the different light colorations. And the word "cigar-like shape" came out at that time. And they talked that it appeared to hover over us. Of course, there was a lot of "what the hell was it?" and "we almost got killed," and then they talked about the climb. Was the climb the result of the vacuum the other aircraft left? I don't know. It's hard to really explain. I really did not see what the others did see. The thing that really grabs me, it was so spontaneous. The remarks in the cockpit, the dialogue was so spontaneous. There was something there, and it was different. That these people, who had been flying a long time, couldn't identify it. The light didn't

vary in color or intensity all the time I saw it, even as it went away from us. It was very bright. It was different from an air navigation light. As I said, it was just like a little ball. . . .

Zeidman: Going back to the radio malfunction, to what do you attribute the radio malfunction? Was that an unusual event?

Jezzi: In that unit, no. It happened from time to time. Because our maintenance, our avionics, were not that good. Things like--you'd have poor transmission and then all of a sudden it came in, or it was garbled. So I don't know if it was part of the incident or not. We had VHF. Some of the birds didn't have the two radios, and I recall it was always hard to transmit and receive on UHF because everybody prefers VHF civilian-wise, but we tried to receive on the VOR and transmit on UHF, et cetera, Fox Mike, the whole thing, and we couldn't get contact until very close to Cleveland.

Zeidman: Do you know anything about the magnetic compass malfunctioning?

Jezzi: Oh, yes. Triple-four's magnetic compass was never the same afterwards. Whether it was like that before I don't know.

Zeidman: Larry says the compass was changed, replaced.

Jezzi: Yeah, they did that, I recall. I know they did that after the incident. That mag compass never worked.

Zeidman: He said the RMI was fine.

Jezzi: Yeah. But that's true about the mag compass. But I think the new one was goofy, too. It was funny because I did fly that aircraft months later, and it would do a 360 without any reason at all. . . .

Zeidman: Wait a minute. You flew Triple-four months later and the new compass didn't work?



Jezzi: The new compass was still bad. You could check the records. . . .

Zeidman: I've asked Larry for the records. He says he can't find them.

Jezzi: Huh. Strange. The records are supposed to stay. . . .

Zeidman: Right, stay with the aircraft for the life of the aircraft.\* While all this was going on, was there any particular time when you were especially worried about what was going on?

Jezzi: No. Well, I was worried about this approaching object or whatever it was, because I couldn't see it.

Zeidman: They thought you were going to have a collision. . . .

Jezzi: I didn't experience that because I never saw how close it was until after it had crossed over. So I have no idea how close we came.

Hynek: Do you think it has a natural explanation?

Jezzi: Well, I was trying to figure out if it was an aircraft or a jet with a navigational light problem, and if it were flying, let's say, from SE to NW, which is really what happened--and the angle--and if he's flying that way, and we're going to see the left wing light first, red, okay?

Zeidman: But if he were having a problem, and all your lights were working, he wouldn't come straight at you, he'd try to avoid you.

Jezzi: Sure, and there's no reason to think he didn't see us. According to what the others said, he was acting like he deliberately--er, that he did see us. But the thing is the aft light. And the discrepancy I see here is that it was very, very bright for an aft light.

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\* Jezzi and I were both wrong. I have since been informed by the head of avionics at the helicopter maintenance facility that records of minor instrument changes are only kept for 60 days.

And we didn't see a strobe or a rotating beacon, either. Which is an FAA regulation. You've got to have it to fly at night. But the lighting [configuration] shoots my whole theory down. If it was a high-performance aircraft, it must have had a nut for a pilot. The lights were all wrong, and only 500 feet above the hills? At night? I'd hate to do that with a Lear at that speed.

Zeidman: Was there any noise or any turbulence?

Jezzi: No, none. But you said about being worried. We flew back to Cleveland and almost ran out of gas. Had nine gallons of fuel left in our Huey.\* We had flown 12 minutes into the 20-minute fuel warning light. That's what really scared me the most, the fuel problem. I had my shoulder harness locked, and I was praying. I knew it was going to be close. We got clearance from Cleveland, and we came right on in.

I came back to the airport on Saturday to fly for an extra training period, and at that time Coyne was talking to a reporter from a Cleveland paper. He had a picture of the cigar-shaped object with the slight cockpit and the thick light on the bottom and a kind of red nose. Bob Yanacsek came in later that day with the same picture, and it was interesting--the coincidence that two people drew the same thing. Yanacsek had just come in so I don't think, I don't know, if they had compared them before.

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\* When asked later about this point, Coyne said that he had been unaware of the "nine gallon" figure, although he realized he was using more fuel than usual, high-tailing it back to Cleveland. Jezzi did not give his source for the fuel measurement.

### The Ground Witnesses

Recognizing the potential value of locating ground witnesses to the event, the Civil Commission on Aerial Phenomena (CCAP), a small group of technically-oriented central Ohio people interested in UFOs, had published in the Mansfield News Journal of August 19, 1976, a story reviewing the Coyne case and calling for witnesses to come forth (see Appendix). That same evening, Warren Nicholson, CCAP director, received a long-distance call from Charles C.,\* a youth who claimed that he, his mother and siblings had witnessed the event. Within a few days, Nicholson and his associate William E. Jones conducted an extensive interview with the family.

On a second extensive interview, Nicholson was accompanied by CCAP investigators John Lenihan (a police helicopter pilot) and Tim Wegner. My follow-up interview consisted of a nearly two-hour session with the family at the site. Nicholson remains the principal investigator of the ground witnesses, and the preponderance of the following quoted material is excerpted from his tapes. To preserve continuity and clarify the sequence of events, I have integrated verbatim quotes from both my tapes and the Nicholson transcripts into a chronological narrative.

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\*His mother requested that the family's name not be published.

At approximately 10:40 pm on October 18, 1973, Mrs. C. left the Mansfield home of her mother-in-law to return to her own home in rural Ashland County. (Locations relevant to the ground-witness testimony may be found on map, Fig. 6 ). Accompanying her were her three children: Charles, then aged 13; Camille, 11; and Curt, 10. Also in the car was Karen B., 13, a step-sister of Mrs. C.'s husband. They were all aware of the current flurry of UFO activity in the central Ohio area and the subject had been mentioned earlier in the evening.

As they drove south on Laver Road at a speed of approximately 35 mph, a bright red light caught the attention of Mrs. C., Camille, Charlie, and Karen. Curt's view was obstructed (see Fig. 8 for seating arrangement). The light was at two-o'clock high\* when first seen. It seemed, Mrs. C. said, to be at medium altitude, and was flying south, paralleling Laver Road. The family's attention was attracted to it only because it was a single steady light, decidedly brighter than a star or a plane. The speed of the light was "about that of a jet," and as it proceeded ahead of them it remained just the one steady red light--no other colors, no strobe, no rotating beacon. The red light pursued its southerly course and had already disappeared

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\* The clock positions refer to the standard reference method of visualizing the observer's position as in the center of a clock face, with 12 o'clock being precisely to the front, 6 o'clock behind, etc.

from view over the trees at the intersection where Laver Road ends at Route 430 by the time the car had reached that point.

The family's next increment of travel was eastward, from the intersection of Laver Road and Route 430, to the Route 430 bridge over the Charles Mill Reservoir, a distance of 3.6 miles, which they covered in approximately five minutes, steadily descending toward the lake at an average speed of about 45 mph.

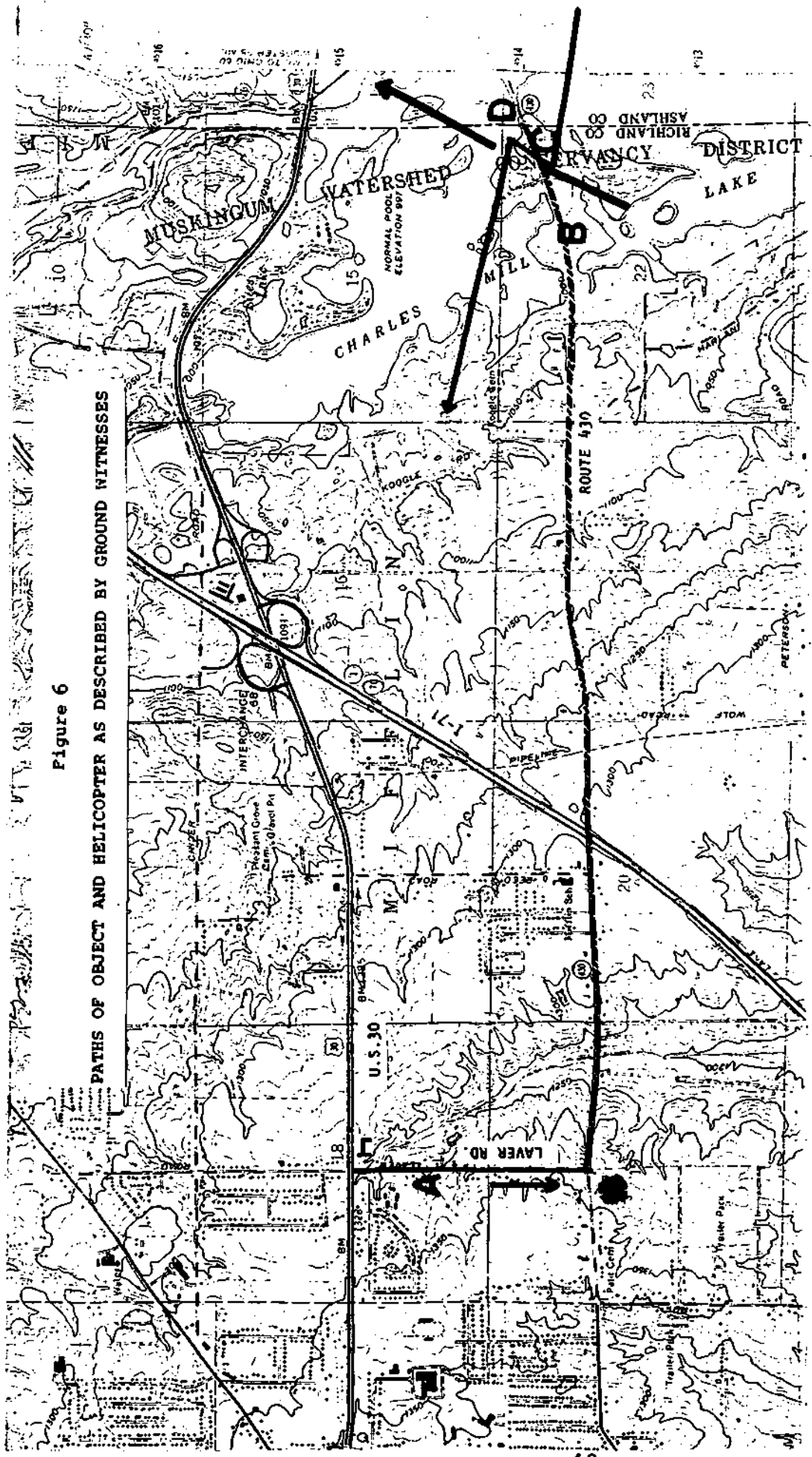
The last 500 feet of the approach to the bridge is desolate, flat, and swampy. The road berm is trimmed back about ten feet and then brush and tall trees take over, a tangled, uninviting terrain. A line of utility poles follows the south side of the road.

As they entered that portion of the road they saw ahead in their one o'clock position (almost due east) a red and a green light, moving together, coming down rapidly toward them. They first thought it was a light plane, flying low over the lake, but changed their minds almost immediately; the red was too bright, especially compared to the green.

"It looked like a big red light. It wasn't flashing," Mrs. C. told Nicholson. "The red light appeared to be more toward the front. The lights stayed on; they never flashed."

Mrs. C. began to slow the car.

There was general agreement among the children that the red light was the brighter of the two and that it appeared to be the leading, forward light. They could see no shape to the



SCALE 1:24,000

1 MILE  
 1000 2000 3000 4000 5000 6000 7000 FEET

1 KILOMETER  
 0 1000 2000 3000 4000 5000 6000 7000 METERS

CONTOUR INTERVAL 10 FEET  
 DATUM IS MEAN SEA LEVEL

object, and no noise was discernible at that time.

As the car slowed down, the lights appeared to move more slowly and farther to the right, to the car's two-to-three o'clock position. "It looked like at one time that it stood still," Mrs. C. reported.

The space between the lights increased as their distance from the car appeared to decrease. Camille reported that just before the lights moved out of her view to the right, she could make out a shape. Her drawing (Fig. 10) shows a domed shape with a yellow light, the only yellow light mentioned by any of the witnesses. There was strong agreement that at this point the object seemed almost stationary.

Now with the car halted at the roadside, but with the motor and lights still on, Mrs. C., Camille, and Charlie became aware of a second group of lights, some of them flashing, approaching from behind them (the southwest). At this point they became aware of noise for the first time. Mrs. C. thought the two sets of lights were helicopters about to crash.

Charles: There was a whole bunch of noise.

Jones: What kind of noise was it?

Charles: A bunch of racket. It was sort of rattling, like tin or a knocking sound [Charles raps on table].

Jones: Where did the noise come from?

Charles: Up in the sky. It was like beating the air.\*

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\*An excellent description of the very distinctive sound of a Huey helicopter.

Mrs. C., Charles, and Camille, twisting around in the car, could see through the side windows that the steady-lighted object and the object with flashing lights were converging. The witnesses believe it was at about this point that they first realized that a helicopter was involved.

Mrs. C.: The one object went over the top of the other one. And then it stopped.

Nicholson: Did any of the lights appear to be a streak? By a streak I mean if you take a sparkler and move it very fast through the air and you see a sort of streak through the air, or did it appear to be more of a pinpoint type of light?

Mrs. C. There was no streaking to them at all.

Nicholson: Are you sure? Did it move so fast that a streak . . . ?

Mrs. C. No. Neither one did.

Jones: What color was this object?

Mrs. C.: What do you mean?

Jones: What color did you see from it?

Mrs. C.: Just the red and the green.

Jones: Do you mean from the helicopter?

Mrs. C.: No, from the object above the helicopter.

Jones: Were the red and the green the same size?

Mrs. C.: No, the green light seemed smaller. It was not of the same brightness.

Jones: The green was smaller?

Mrs. C.: Yes. There are different versions. I know the kids have seen something . . . they say they see something a little different than I do, but I'm just telling you what I saw. We parked down here by the bridge. The helicopter seemed



to be coming basically from the south or southwest and the object was also basically south of me.

After probably less than 30 seconds of watching the objects, and over the mother's protestations, Karen and Charlie piled out of the car and stood by the right rear fender. Karen did not want to leave the car, but was forced to by Charles in his zeal to get out of the two-door vehicle. The illustration (Fig. 7) by Allan Hendry\* is based upon the witnesses' description and a photo of the site taken by Nicholson.

Charles: [Standing outside of the car, at the site, pointing towards the southwest] When we got out of the car it was right there, sitting there.

Zeidman: How long did it remain stationary?

Charles: Two minutes. No. Not even that long. And it was longways, like this [indicates that horizontal axis of object was toward observers].

Zeidman: Hold something at arms' length. How big would it be? Would a dime cover it? [Hands Karen a dime.]

Karen: [Holds dime at arms' length.] Oh, bigger.

Zeidman: Well, there's the sun. While it's behind the cloud, take a quick squint at it. Was the thing bigger than the sun?

Charles: Bigger than that. It was a big ol' thing.

Karen: Yeah.

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\* Chief Investigator for Center for UFO Studies and managing editor of the International UFO Reporter.

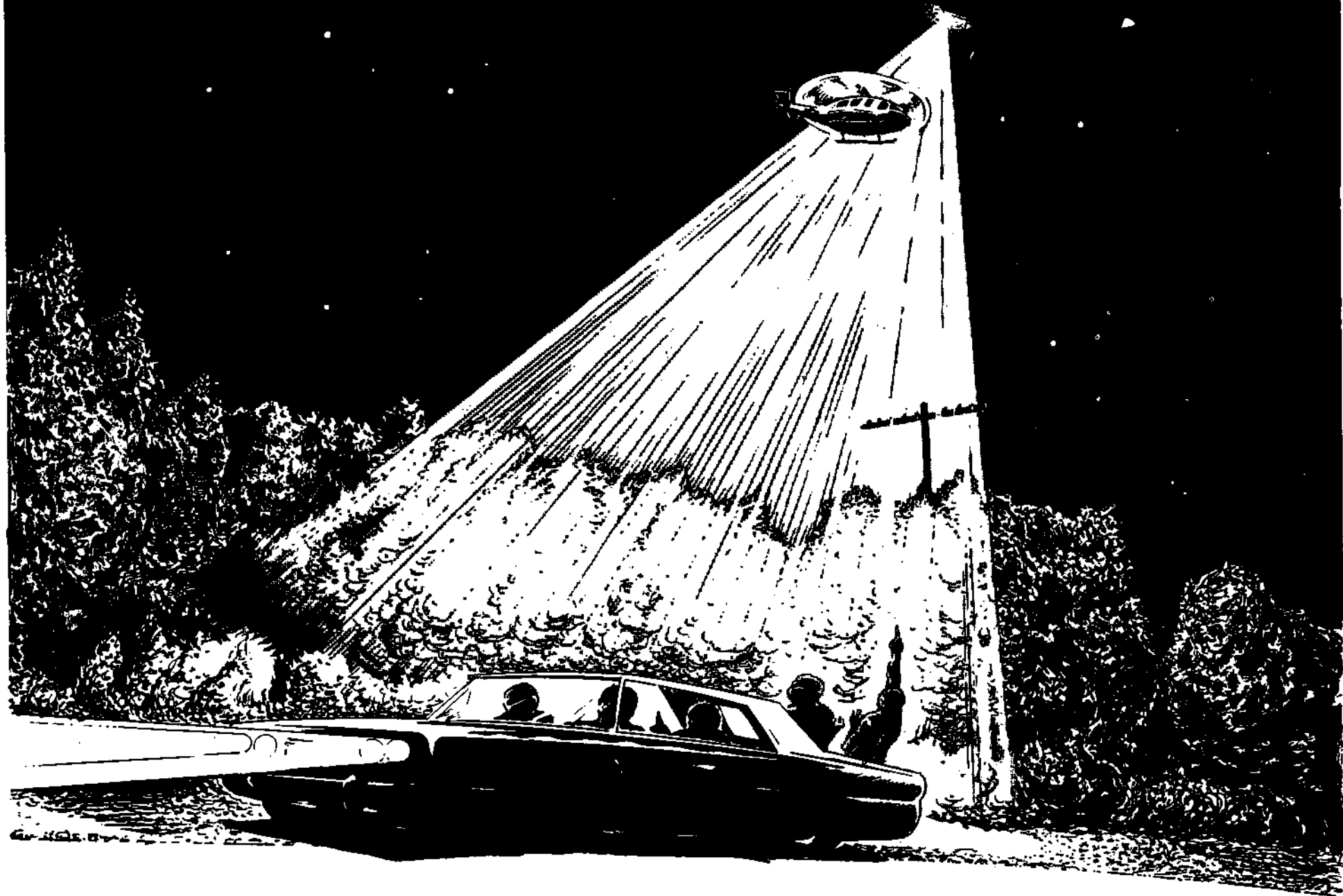


Figure 7. THE GROUND WITNESSES' OBSERVATION

Drawing by Allan Hendry

Zeidman: Describe it to me.

Charles: It was something like a blimp. Shaped like a blimp.

Zeidman: What color was it? Tell me if it was painted-- like the whole thing was painted, or was the whole thing glowing? Were the edges fuzzy or sharp?

Charles: You couldn't see them. I mean you could see them, but it was dark, and you couldn't tell how it was built.

Charles had described the shape to Nicholson as "long and kind of round. It would be kind of pear-shaped with the big part of the pear facing toward you. The light seemed to be coming from the bottom." Karen had mentioned that the light "seemed to come from the side or the back," and that at one point after the object and helicopter converged they appeared to move together westward "for a little ways [estimated less than 100 feet]" parallel to the road. She was the only one who reported this motion.

Throughout the three interviews, Charles and Karen repeatedly mentioned a flare-up of the green light.

Charles: When we got out, everything was green. I saw that thing and the helicopter.

Karen: Everything turned green.

Charles: It lit up everything green. It couldn't have been no higher than . . . it was a great big thing. I don't know exactly how high it was . . . it was a great big thing. There was a whole bunch of noise. We were driving out 430, going home, and all of a sudden we heard this noise and I looked up and out the back window. . . .

Nicholson: Was the light a flash or was it long-lasting?  
Charles: We saw the green light for 10 seconds. Not very high. Maybe 500 feet. It was a light, dull green. I know it sounds crazy, but it was a light, dull green. Everything just turned green. I think the green came from above the helicopter. It kind of looked like rays coming down.

Karen: We wanted to go home and lock the doors. We were scared.

Nicholson: [In the second interview] When it lit up green, did it light up the whole countryside or just the immediate area?  
Charles: It was so bright that you couldn't see too far. It just seemed that right around us . . . it was . . . everything was green. The trees, the car, everything.

Nicholson: Do you remember what color the helicopter was?  
Charles: Green.  
Nicholson: Why was it green?  
Charles: Because of the light from the thing up above! I think I could see windows in the helicopter.

Wegner: Did the thing above the helicopter remind you of anything you have ever seen before on TV, or in a movie, or anything like that?  
Charles: Uh huh [negative]--except maybe a school bus.  
Wegner: Was the helicopter bigger or smaller or the same size as the object?  
Charles: The helicopter was smaller.

Nicholson: Do you remember seeing anyone fishing [in the nearby lake]?  
Charles: No, I don't remember seeing anyone fishing. You couldn't see too far, anyhow. Everything

was just so green from it, you could only see a short way 'cause it was just so bright.

Nicholson: Where was the helicopter in relation to the thing?

Charles: Just barely ahead and below--the helicopter was ahead and below. And then the helicopter seemed to pass over us and we looked around and couldn't see the thing then. It was gone. It was just gone. When the light went out you couldn't see the object.

Wegner: You couldn't see it any more? Did it fly off?

Charles: I don't know. It was just gone. And then we saw this helicopter fly across the road.

Wegner: What direction was the helicopter going?

Charles: Northeast. The helicopter went northeast. Then we got back in the car and went on. The thing could have been right overhead. I don't know. We got back into the car and then we saw it [the helicopter] fly out over the lake.

Zeidman: [In the third interview] Were you already back in the car when it crossed the road . . . did you actually see it cross the road?

Karen: When we got back in the car it started.

Zeidman: How far back of you did it cross the road?

Curt: Just beyond those trees [estimated 100-150 feet].

Zeidman: Did it cast any reflection on the road?

Karen: Uh huh [affirmative].

Camille: A green light.

Charles: Everything was green.

Curt: We looked back and it was crossing the road. It kept coming at us and getting bigger and then it crossed the road. Then the car started moving and it seemed like it followed us.

Charles: We looked back and it was gone!

Curt: Uh huh [negative]. It didn't! When we started going we looked around and we could see it over there [out left side of car]. It was going just like that [indicating it appeared to be pacing the car].

Charles: Following the car--it was just gone.

Curt: [Negative sound] We turned around and saw it, heading out that way, towards Mansfield. We were going faster, all right. It just flew off and got smaller and smaller toward the northwest.

Mrs. C.: We were scared.

Curt: When it went back toward Mansfield it went behind the trees; that's the way it disappeared. I saw it go back. I didn't see it turn around. It just stopped and went back.

Zeidman: It reversed itself?

Curt: It just went backward.

Camille: [In the third interview] That light was so bright, when Charlie was standing outside. But nobody else could see it.

Zeidman: What do you mean, Camille?

Camille: When we were looking up there, and Charlie was standing outside, that light seemed to be so bright, but nobody else around here could see it. [No one else reported it. J.Z.]

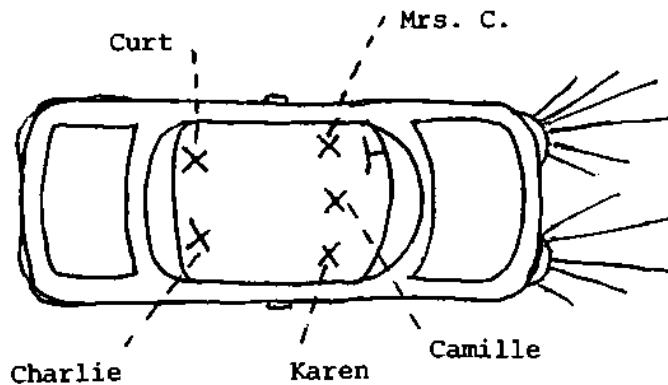
Charles: You should have been able to see that light from anywhere.

Curt: Miles!

Camille: It was high up when we first saw it, and then it came down lower. When it was beside us it was about the same as the trees.

Charles and Karen said they were out of the car for about a minute and that the green flare-up lasted about ten seconds. Mrs. C. estimated the total time the car was actually stopped as "not over a couple of minutes." She remembers the green light, but not an intense flare. Her comment that the red light was brighter than the green refers to the appearance of the object as it approached from the east. When the two objects were at a relatively high angular elevation behind the car, her view was obstructed. She was becoming quite apprehensive by that time, was worried about the two children outside the car, and she thought she was looking forward, eastward across the bridge, in the hope (vain) that other road traffic would appear. Although both helicopter and object were seen separately after they diverged, the actual break-off of the two objects was reported by no one. The testimony, however, suggests that the divergence occurred close in time to when the two objects crossed the road. When last seen by Curt and Charlie, the group of lights which they identified as the helicopter were proceeding alone northeast over the lake--at a higher altitude than when previously seen south of the road. Curt's attention and angle of view were directed primarily toward the departing object; Charlie, in the mid-section of the car, could see best toward the northeast.

Figure 8 Positions of Ground Witnesses Within Car



Commentary on the Ground Witnesses' Testimony

Throughout the three interviews with the ground witnesses, there was a constant lively exchange among them. The observers were not trying to please the investigators or each other, especially concerning the motions of helicopter and object during the period when the two objects were crossing the road. This is not surprising since the witnesses' attentions were variously focused upon re-entering the car (Charles and Karen), looking out the right window (Camille), the rear window (Curt), and the front windshield (Mrs. C.).

The ground witness tapes have been repeatedly reviewed and there exists not the slightest hint of collusion between the mother and the four children. At no time in the three interviews did the mother "coach" the children into a response; she listened to their reports and presented her own, regardless of variation. No one in the family used the terms "UFO" or "flying saucer" in describing the event; usually they referred to "the object" or "the thing."



At no time throughout the more than five hours of the three interviews was there any indication that the thought of remuneration or publicity had ever entered their minds. The family was in domestic upheaval and Mrs. C. was adamant that she did not want to "make waves." Had it not been for the newspaper story and Charles' assertiveness in phoning Nicholson (a toll call), they never would have reported the incident at all; indeed, before the newspaper story mentioning Nicholson, they had no idea where to report it.

The use of "leading questions" in the three interviews could have provided ample opportunity for the witnesses to agree with the previously suggested responses: that the object moved fast enough to cause a "streak"; that the object was "cigar-shaped," as illustrated and described in the newspaper article; that the object was glowing; or that it reminded the witnesses or something in a movie or on TV. However, all of these "suggestions" were rejected.

Nicholson and Jones met with Mrs. C.'s mother-in-law at the time of the first interview. She corroborated that the witnesses had told her of the incident within a few days of its occurrence. I met with her also, and to me she said, "They've been telling the same story all along. Everything lit up--that's what she [Karen] told me."

FIGURE 9. COMPARISON OF OBSERVER TESTIMONY

Observer/ Interviewer	Observer Looking Through	Object Shape/ Appearance	Approach Color	Departure Color	Departure Duration	Movement of Object at Closest Point	Movement of Green Light	Shape of Green Light
Coyne to Hynek and to Zeidman	Front wind- shield	Cigar; distinct sharp edges	Red	White	Still in view when 3500' alt. noticed	Stopped momen- tarily	Swung 90° into cockpit	Pyramid
Healey to Zeidman/ Evans	Both front and upper windows	Oval/ cigar, solid	Red	White	A couple of minutes	Nearly stopped	No movement seen	Triangular cone
Jezzi to Zeidman/ Hynek	Upper window	Ball of intense light	View ob- structed	White	30 secs. to a min.	Very slow	No green seen	Not seen
Yanacsek to Zeidman	Upper window and Front window	Light  Solid, submarine	Red	White	Between 30 secs. and a minute	Stopped for 10-12 seconds	Swung into a/c	Wide and Intense
Ground wit- nesses to Nicholson and Zeidman	Car windows, open air	Pear, blimp, solid	Red	Not stated	View obscured by trees	Station- ary for at least 30 seconds	Not stated	Like rays coming down

### Points of Similarity and Dissimilarity

It is apparent from the previous testimony that there is substantial agreement among air and ground witnesses concerning the major aspects of the event. Figure 9 compares the various facets of observer testimony.

#### Points of Similarity

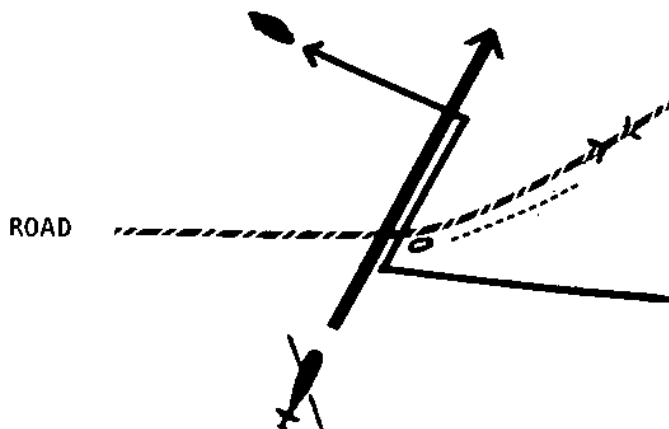
1. The date was October 18, 1973, the time a few minutes past 11:00 pm.
2. The location was east of Mansfield, Ohio, east of I-71, and east of the Mansfield NDB (see Figure 5).
3. The helicopter approached from the SW.
4. The object approached from ESE.
5. The steady red light was on the front of the object.
6. There was a short-lived bright green flare or beam of unusual nature.
7. Except for a few seconds of green flare-up, the red light was the predominant one.
8. The object was not entirely symmetrical.
9. The object assumed a position over the helicopter.
10. The helicopter did not deviate; its last direction was NE.
11. The object's last reported direction of travel was NW.
12. The flight path of the object as described by the ground witnesses corresponds to its flight path based upon the crew testimony.

The portion of the object's flight path described by the ground observers as "crossing the road" and "following the car eastward" at first appears to be a discrepancy with respect to

the crew testimony. However, it is easily shown to be a point of corroboration,\* and it is listed as point 12 above. To the crew within the moving helicopter, the motion of the object was perceived as 1) approach from the east, 2) deceleration/hovering, and 3) resumption of westward course. The crew did not distinguish the actual forward motion of the object; it was perceived by them as the hovering phase of the event. Figure 6 and Figure 10 below show these components of the object's flight path; they are also easily demonstrated by taking one's two hands and describing the linear motion of the helicopter (left hand) and the "zigzag" motion of the object (right hand).

Curt's report that the object "seemed like it followed us" [paced the car eastward for a short distance] can now be shown to be a product of his interpretation of the object's flight path NE relative to the ENE path of the car.

Figure 10. Object's Zigzag Flight Path



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\*I am indebted to Philip J. Klass for bringing this to my attention.

A separate point of coincidence, apart from the actual UFO/helicopter encounter at the Route 430 bridge, is the steady red light observed as the C. family was driving south on Laver Road. That incident preceded the Route 430 encounter by 5+ minutes. Healey had observed a single red light flying south, off to his left, "three to four" minutes before Yanacsek's first mention of the red light on the SE horizon.

### Dissimilarities

Jezzi's account is somewhat different from those of the other eight witnesses. Because his view was obstructed by Coyne's body, Jezzi came in "in the middle" of the event, at the point when the object was just passing the helicopter's meridian. From that point on, all four crewmen reported only a bright white light heading off to the northwest. At the time that the others were exclaiming that the object was stopping, it had not yet entered Jezzi's view.

Considering only the last portion of the event, the difference between Jezzi's account and the others' involves the object's course (Jezzi described it as linear, Coyne and Healey reported a 45° turn near the western horizon), and the point in time of the disappearance. (Jezzi said it disappeared just before he looked at the altimeter and became aware of the climb, whereas Coyne stated that the object was still easily in view after he noted the 3500' altimeter reading.)

Another discrepancy involves the ground witnesses who testified that both helicopter and object, after their convergence, appeared to remain stationary for a discernible period

of time, perhaps even several seconds, before they started to cross Route 430. The aircrew was unaware of this. Their attentions were solidly focused upon the unknown object/light as it appeared in front/above them, and they assumed their machine was progressing forward at a speed of approximately 100 kts. I would not discount the possibility that "the objects remained stationary" increment was a misperception by the ground witnesses of the flight paths of helicopter and object at the point where the helicopter was in transition from dive to climb, and it and the object were moving essentially on line of sight toward the observers.

Karen B., on the ground, described both aircraft and object moving westward "a little ways," later estimated as less than 100 feet. She was the only one to report that motion.

CHAPTER II  
THE UNKNOWN OBJECT

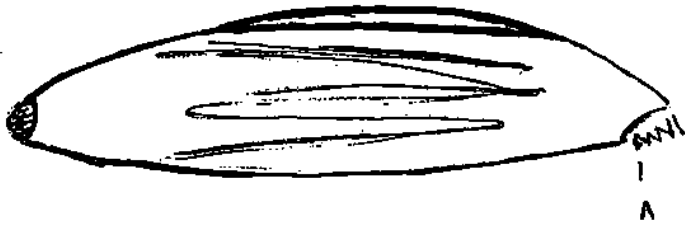
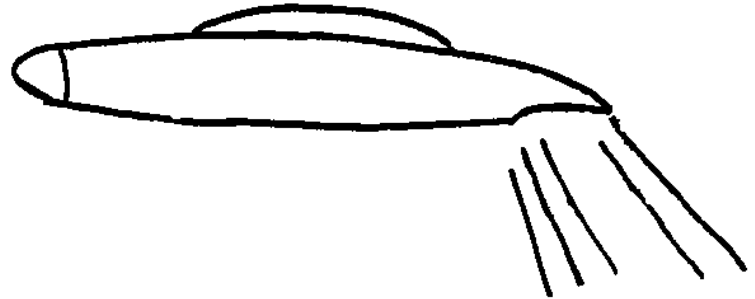
The characteristics of the unknown object which preclude its identification in terms of known phenomena are its appearance, its motion, the length of time it was visible, and the peculiar nature of a green light on its aft portion. The crew's first assumption was that it was a plane, though other commentators have advanced the hypothesis of a meteor to explain the event.

Appearance

The unknown object appeared only as a red light during the first portion of the event. At the closest approach to the helicopter, its appearance was that of a solid, cigar or oval-shaped, gray, metallic structure, slightly domed, with sharply defined edges. The silhouette of the object blotted out the background stars. Charlie C., on the ground, described it as "like a blimp," "kind of pear-shaped," "a big, ol' thing." Coyne, Healey, and Yanacsek all reported three precisely positioned lights: red emanating from the nose, a green "beam" with maneuverable spotlight capabilities emanating from the under/aft portion of the structure, and a bright white light which came from the "tail" of the object. The ground witnesses reported the red nose and green beam lights. Jezzi, who did not witness the object's approach, concurred with his crewmates that during the departure phase, only the bright white light was visible.

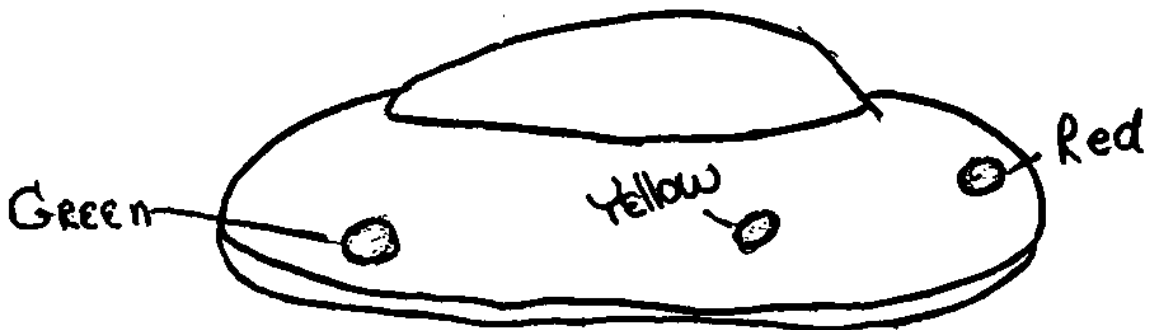
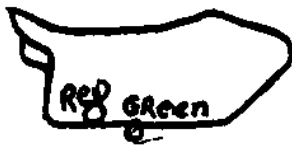
Figure 11. WITNESSES' DRAWINGS OF OBJECT

Coyne



Yanacsek

Curt



Camille



### The Distance/Size of the Object

With an unfamiliar object of unknown dimensions, it is impossible to arrive at any accurate estimate of size or distance, unless a familiar object of known dimension can be seen in direct relationship to the unknown.

What is curious in this case is the agreement in the estimate of each crew member on the size and distance of the object. Both Coyne and Healey stated it was about 60 feet in length (about the size of their helicopter), 100 feet above and 500 feet away. Jezzi described it as a light 100 feet above and 500 feet in front of the helicopter.

According to Coyne, the object at its closest point (in front of, and slightly above the helicopter) "filled an entire front windshield panel" (see Figure 12). For Healey, crouching between the seats, it seemed to fill both windshield panels. Yanacsek said that it easily filled one windshield panel, and he thought that had he been sitting in the front seat, it would have filled both windows.

Determination of the distance and size of the object was attempted by graphical methods using the distance from the observers' eyes to points on the precisely measurable windshield panel. Measurements from Yanacsek's position (twisting and cringing to his left) and from Healey's (crouching behind the front seats) were considered, but found too variable for this purpose. Coyne's position in the front seat was more reliably measured, and those figures produced an angle of view (for Coyne) of approximately 75 degrees.

The relationships between length of an object and distance from an observer for objects that subtend an angle of 75 degrees are as follows:

	20'	13'	Distance
Overall	60	39	from
length	100	65	observer
of	300	195	to
object	767	500	object

Thus it is suggested that the "500 feet away and 60 feet long" estimates provided by Coyne, Healey, and Jezzi are not compatible with the more objective figures obtained through trigonometric computation and the direct visual report of the ground witnesses. The ground witnesses reported that the object and the helicopter were close together, one essentially over the other, and although they reported that the UFO was "larger than the helicopter," none of them reported that it was "much larger," as would be indicated on the table for a 500-foot distance. An approximate distance of 65 feet and a linear size of approximately 100 feet best fits the distance and proportions described by the ground witnesses.

Figure 12

COYNE'S DRAWING OF OBJECT SUPERIMPOSED ON PHOTO OF WINDSHIELD

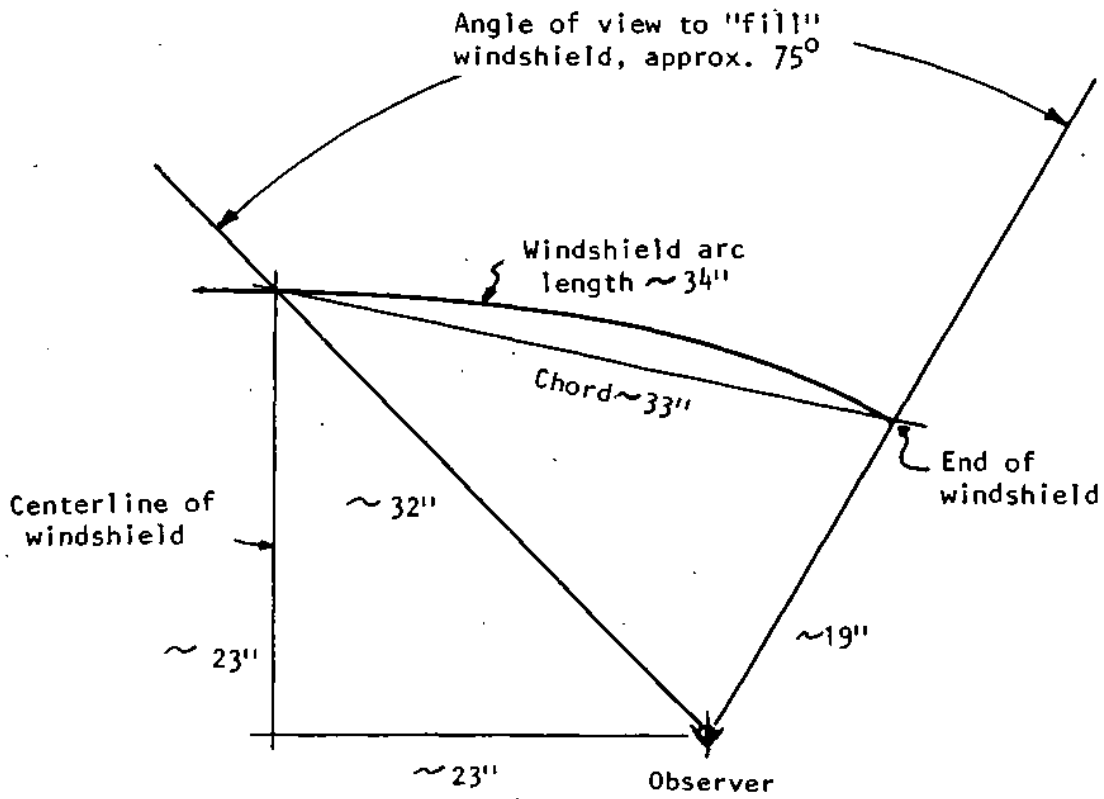
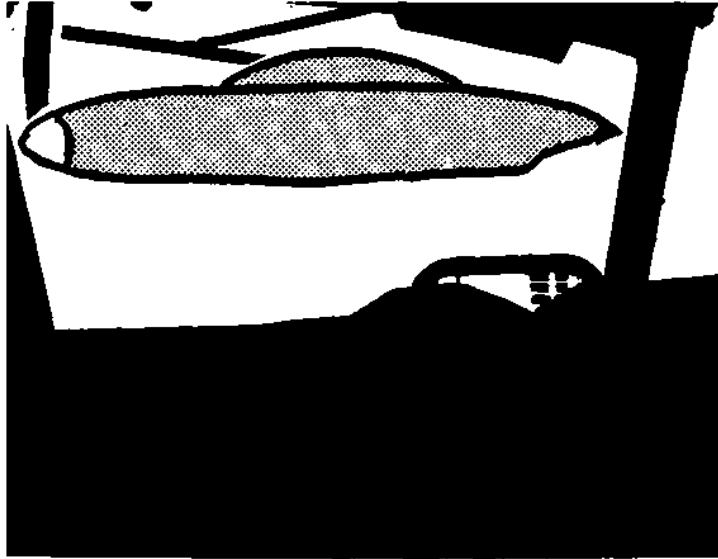
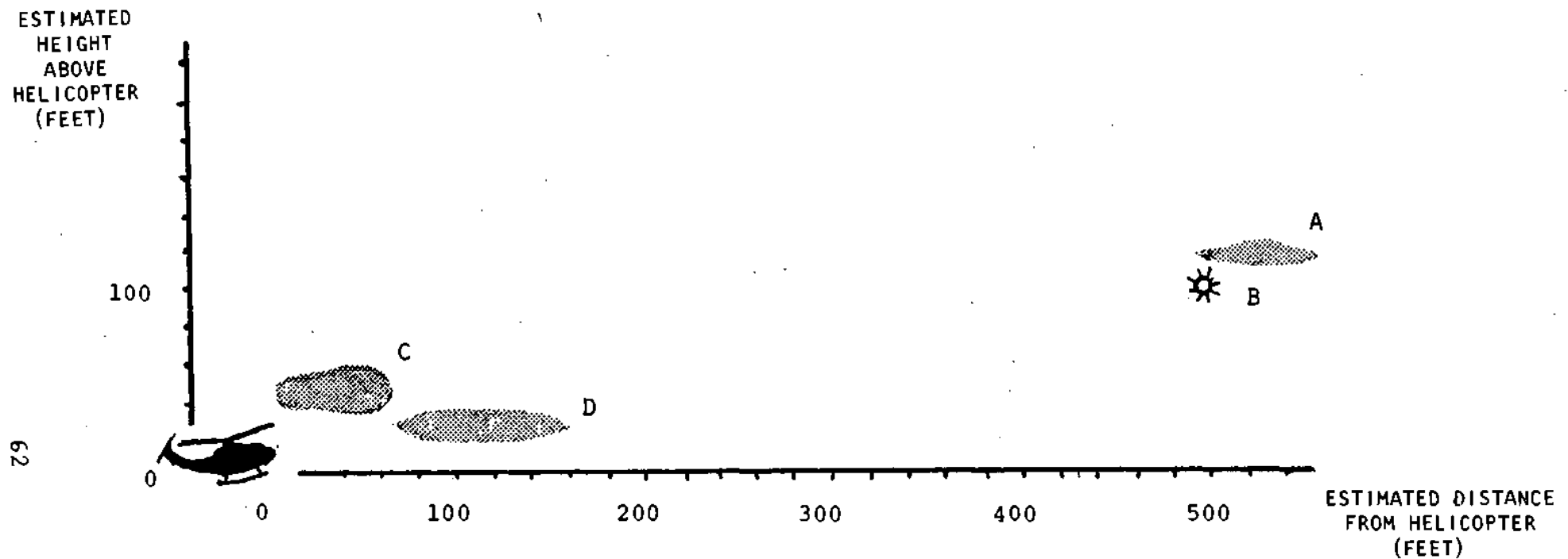


Figure 13

GEOMETRICAL RELATIONSHIP OF LENGTH THAT "FILLED WINDSHIELD" TO DISTANCE

Figure 14.

FOUR PERSPECTIVES OF OBJECT-HELICOPTER RELATIONSHIP



62

- A Coyne and Healey described object as 100' above and 500' in front of helicopter and 60' in length.
- B Jezzi described intense white ball of light as 100' above and 500' in front.
- C Ground witnesses saw helicopter and object in relationship to one another.
- D Apparent object size measured against window frame suggests length of 100' and distance of 65.'

### Motion

The reported motion of the object can best be shown by listing the various increments of its flight path:

Figure 15

Motion	Observer(s)	Est. Speed
Light appeared stationary on horizon (did not change relationship with helicopter)	Yanacsek Coyne	
Light appeared to turn toward helicopter	Yanacsek	
Light appeared to be rapidly approaching	Yanacsek Coyne Healey Ground witnesses	600 kts
Object appeared to decelerate or actually stop as it passed closest to helicopter (course and speed decreased to match that of helicopter)	Yanacsek Coyne Healey Ground witnesses	0 kts
Object moved from S to N side of road at an oblique angle to approach path	Ground witnesses	slow
Object flew off to NW	Crew Jezzi	> 250 kts
Object made 45° turn before disappearance	Coyne Healey	

Thus, both aircrew and ground witness testimony indicate that during continuous observation the object exhibited flight trajectories which included precise hard-angle turns and an apparent range of speed from zero to 600 kts. Both characteristics disqualify it for identification in terms of a natural phenomenon.

### Duration of the Observation

How long was the object under observation? Figure 15 presents the various increments of the encounter based upon analysis of witness testimony, and Figure 16 translates those increments into movement through space.

Consistently, Coyne has stated that the object was still visible after he noticed the climb, and even until the helicopter was again descending to cruising altitude. At variance is Jezzi's recollection that the object disappeared immediately before he noticed the altimeter. Jezzi had the better view to the west and he did not have the controls to contend with; however, more than three years had elapsed after the event before he was queried as to the specific details of the incident. The two men in the rear of the helicopter cannot contribute to this point: their attentions were fixed upon the departing object; they were not concerned with the technicalities of the helicopter's flight or instruments, and they were unaware of the climb until Coyne brought it to their attention.

Thus it is the discrepancy between Coyne and Jezzi which provides the 60-second spread to the final segments of the event, and is responsible for the "15-second leveling off and regaining control" and the "10-second departure" increments in the Median column of Figure 15.

The climb duration of 108 seconds is based upon the 1700-foot-to-3500 feet altimeter readings and the 1000 fpm vertical ascent reading. It does not include the undetermined extra

time necessary for acceleration into the climb from the level flight attitude.

Although in Figures 16 and 17 the climb duration is presented as an assumption, it actually reflects only a supposition. If the climb were a "normal" one (using the only "hard" figures we have--an 1800-foot climb at 1000 fpm), it must have taken 108+ seconds. Of course, if the climb were not normal--i.e., if the object had somehow affected the helicopter's flight--then theoretically the climb could have consumed any length of time.

Returning to the various crew testimonies, if Jezzi is correct, then the object disappeared after an elapsed time of approximately 275 seconds. If Coyne is correct, it could have remained in view for 330 seconds or even longer. The "compromise" figure of "300 seconds  $\pm$ 30" takes into consideration Jezzi's statements that the object was traveling faster than 250 kts and slower than 600 kts, that he thought it was "closer to 250 than 600," and that he followed it all the way to the horizon. If we choose 350 kts as the object's departure speed, and 15 miles as the horizon distance, then a time of 134 seconds for the departure would be indicated. Healey, also on the left side of the helicopter, reported "a couple of minutes" as the departure time. Yanacsek said "30 seconds to a minute." The men sitting on the left side of the helicopter should probably be given higher observer ratings than Coyne who was busy with the controls, or Yanacsek whose view was interrupted by Jezzi's body and pieces of equipment.

Figure 16. ELAPSED TIME ANALYSIS

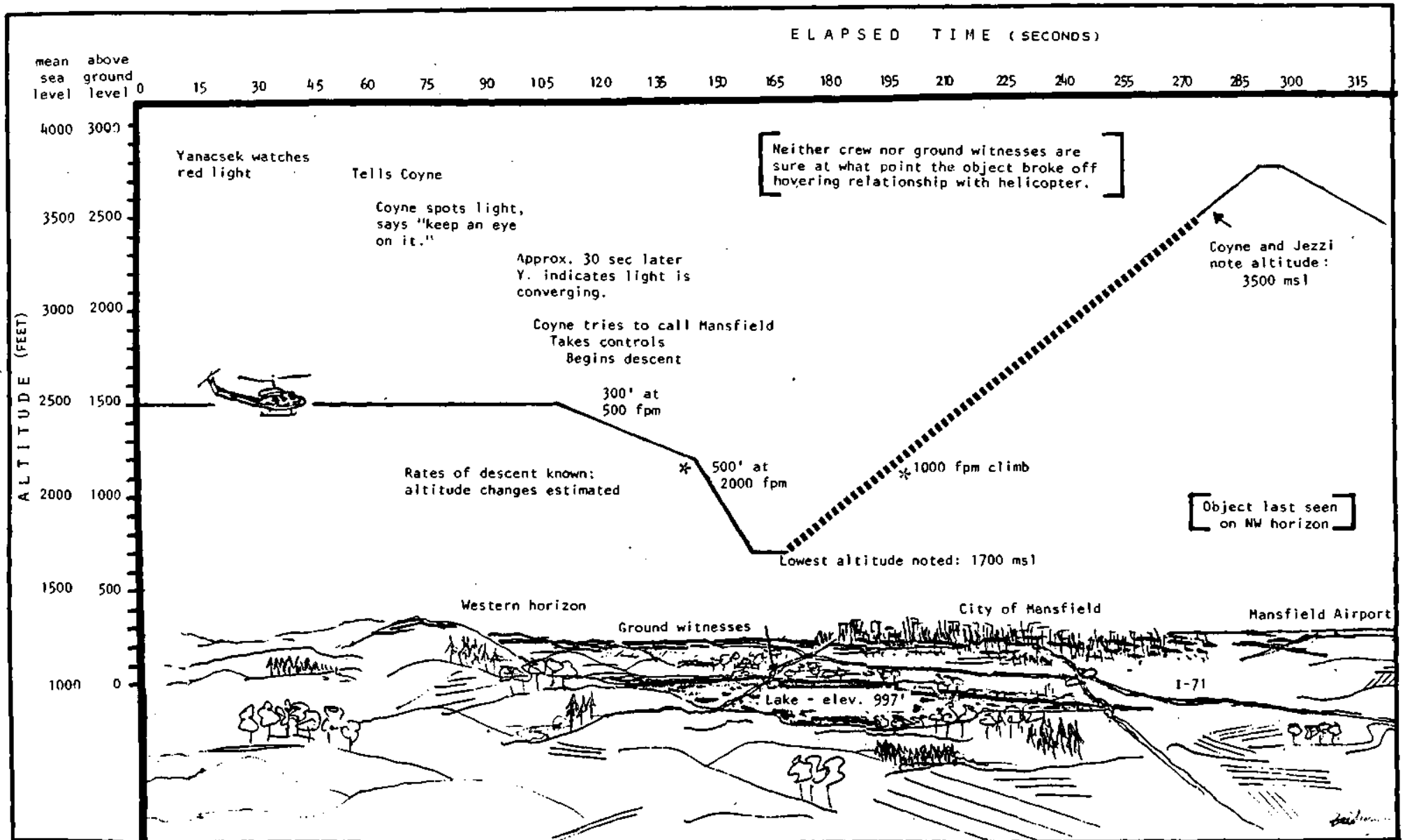
Description	Est. Time (seconds)		
	Short	Long	Median
<u>Object Approach</u>			
"It was so far away that I looked at it for some time before I mentioned it. I must have watched it for a minute, oh, a minute and a half, before I said anything" (Yanacsek).	30	90	60
"Yanacsek said, 'There's a red light on the horizon at about 3 o'clock--are there any radio towers over that way?' I told him to keep an eye on it" (Coyne).	10	15	13
"After approximately another 30 seconds, Yanacsek indicated that the light was converging on the helicopter" (Coyne on Report Form 2496).	15	30	30
Coyne looks over, evaluates, decides to take evasive action (Coyne).	5	5	5
<u>Aircraft Descent</u>			
2500' - 1700' = 800' in two increments: 1st = 500 fpm; 2nd = 2000 fpm as consistently reported by Coyne. Altitude change in each segment unknown.	24 (a) 18	48 (b) 12	36 (c) 15
<u>Closest Point</u>			
"It damn near came to a stop right over us" (Healey).			
"It wasn't cruising, it was stopped for maybe 10-12 seconds, and I mean stopped" (Yanacsek).	3	10	8
"It stopped over us, and then it just slowly moved" (Coyne).			
"The object came over the helicopter, and then it just stopped, for about 10 seconds" (ground witnesses).			
<u>Aircraft Ascent</u>			
From 1700' to 3500' = 1800' @ 1000 fpm (Coyne).	108	108	108
<u>Leveling, Regaining Control</u>			
3500' to "near 3800'" "From the bottom position, I had to pull it up [the collective], push it down, and then the helicopter seemed to bump like it hit turbulence" (Coyne).		20	15
<u>Object Departure</u>			
"But the thing was way to the west. It was already in the Mansfield area when we began to settle. The first people we made contact with was Akron Approach, and I could see this object that was moved away" (Coyne).		60	10
"I watched it depart for a couple of minutes" (Healey).			
	213	398	300

(a) 200' @ 500 fp, = 24      (b) 400' @ 500 fpm = 48      (c) 300' @ 500 fpm = 36  
600' @ 2000 fpm = 18      400' @ 2000 fpm = 12      500' @ 2000 fpm = 15



FIGURE 17

LENGTH OF OBSERVATION FROM WITNESSES' ACCOUNTS



\* The descent and climb estimates do not take into account the additional times needed for acceleration or deceleration.

### The Beam of Green Light

The joint testimony indicates that just as the object reached the helicopter's "meridian," a green light on the aft underportion of the object became visible to Yanacsek, Coyne, and Healey. It was visible to the ground witnesses as the object approached. The green light became a beam while the object was in front of the helicopter. The beam appeared to travel upward across the helicopter nose and windshield, and when it reached the upper, tinted windows, the maximum affect was achieved and "everything turned green." Before that point, there was no glare effect and the object shape was easily defined.

The most impressive aspect of the entire experience, Coyne said (as had Healey), was the peculiar quality of the green light which emanated from or near the indentation at the aft end of the otherwise symmetrical shape of the unknown craft.

Coyne: The aft engine light [sic] did not leave a trail, just a white, bright reflection that dissolved into the night. When the light of the green light penetrated into the night, it cut right through the night, the darkness, and it was definitely shaped like a pyramid. The further in length it went, the wider it got, whereas the white light dissolved into the darkness. You could see the white as the thing passed over us, but it became more apparent as it was moving away. The object moved very slow away from us, and then it began to accelerate. As it began to accelerate, that white light became even brighter. Very bright.

Zeidman: But still the same color?

Coyne: Oh, yes. Stayed white. Just brighter in intensity. And then when it turned, it became brighter and went

over the horizon and just [snaps finger] went out. But the green light was definitely different. It cut through the night. Now the night lights [the helicopter instrument lights] which are red--everything turned green in here. The light didn't come through here, where it's green [indicating overhead window panels]. It came through here [front windshield]. This green [upper panels] wouldn't make the red disappear.

Healey had also emphasized "a definitive cone, a light that stuck out at right angles . . . [which] opened up in a triangular shape . . . it wasn't a condensed beam." (See page 24.)

The young ground witnesses also had repeatedly mentioned the green light as the outstanding feature of their experience. Directly comparable to the statements of Coyne and Healey is Charlie's description, "It was like rays coming down."

### Preliminary Explanatory Hypotheses

There are two obvious prosaic possible explanations for the reported phenomenon: the object was a meteor or the object was an aircraft. The following two sections consider these two possibilities in detail.

#### Possibility of High-Performance Aircraft

As the Huey flew northward from Columbus into the Mansfield area, Yanacsek and Healey, sitting in the rear seats facing outward, were charged with the normal procedure of observing and reporting any relevant traffic. The four men were well aware that they would be flying through a zone of possible low-altitude jet aircraft from the Mansfield Air National Guard base; they were also aware of the current flurry of UFO activity in the area, but were on a routine flight which three of them had made many times before. Were they exceptionally alert or taking any particular precautions? I think not. Healey told me, in a tone of some apology, that he had been drowsy. Coyne described himself as "relaxing, smoking."

When Yanacsek first reported a red light, like an obstruction light on the SE horizon, Coyne merely told him to "check it out," and the initial report created no interest. When Yanacsek subsequently reported that the light appeared to be moving toward them, Coyne became concerned, began actively observing the light, and called the Mansfield Tower with his request for local traffic conditions.

As the light approached, all of the crew assumed it to be a high-performance aircraft--probably an F-100 from Mansfield.

As they dived evasively and the object decelerated, Coyne remembers yelling, "That's no F-100!"

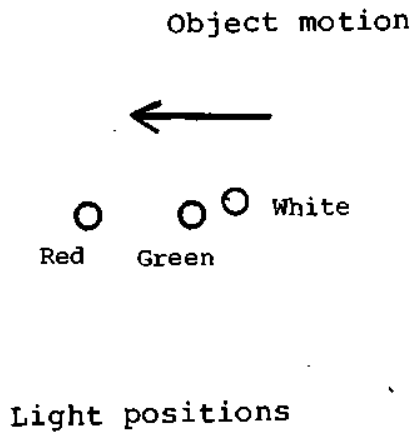
Could the object have been a high-performance aircraft? Aspects of that possibility are presented in the following two-column summary.

Figure 18

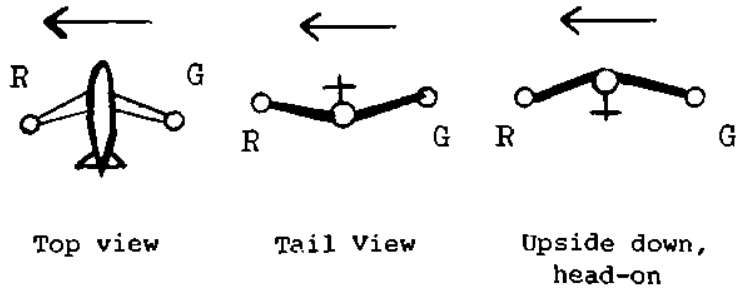
The Possibility of High-Performance Aircraft

<u>Reported</u>	<u>However</u>
1. Object approached at speed estimated at 600 kts, decelerated rapidly, hovered over helicopter as it moved forward, then passed off to the NW.	a. A fixed-wing aircraft would not have the capacity of decelerating from high velocity to hover or near-hover in only a few seconds. b. A helicopter would have the capacity of hovering, but would not be capable of the high forward speeds reported.
2. Object was at its slowest speed as it passed directly in front of and closest to the helicopter.	a. A fixed-wing aircraft moving across the line of sight at generally constant velocity would appear to move more rapidly when passing directly in front of an observer.
3. No noise or turbulence was noticed during the close approach of the object.	a. A conventional aircraft, if within 500 ft, would have produced noise heard inside the helicopter. b. The night was calm and the flight totally smooth. Any turbulence would have been noted as an anomaly.
4. Object was described by Coyne, Healey, Yanacsek, and ground witnesses as a smooth, cigar-shape, with slight dome on top, and lights. Jezzi reported no object, only a light.	a. At such close quarters, some of the features of a conventional aircraft should have been identifiable--wings, engine pods, windows, empennage, numbers.

5. Color configuration showed the red light leading.



- a. No conventionally-lighted aircraft carries a bright red light on its nose.
- b. In order for any fixed-wing aircraft to present the reported color configuration, the aircraft would have to have been flying:




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6. Unknown object had bright white light on aft portion.

- a. Conventional aircraft may have white tail lights, but not of the exceptional brilliance or intensity described by crew members.
- b. Neither piston nor jet aircraft present bright white engine exhaust.

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7. All lights on the object were constant.

- a. FAA requires either a strobe or a rotating beacon on top or bottom of fuselage.

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8. The object was reported at speeds as high as 600 kts at an altitude as low as 1800 ft msl.

- a. FAR Part 91 requires that below 10,000 ft msl no aircraft shall fly faster than 250 kts.
- 

In addition, when Captain Coyne checked with the FAA, he could find no record of any other aircraft in the area, and the last known F-100 of the Mansfield Air National Guard landed at 10:47 pm.

The object thus appears not to have been any kind of conventional aircraft.

### The Meteor Hypothesis

A meteor, by commonly accepted definition, is the luminosity produced by the friction of air resistance as a meteoroid (a material particle) hurtles through the atmosphere, exciting and ionizing atoms along its path.

Appearance. A meteor trail is by its very nature diffuse and luminous. It does not appear opaque, blotting out the background of stars, or possess a precisely delineated structure, as was reported by the witnesses in the helicopter and on the ground. The red, white, and green lights were reported in precise positions on the object's structure. There were no reports of a diffuse, overall luminescence, trail effect, or lingering after-image. Even Jezzi, who reported only an intense white light, reported no trail or general luminosity other than that from the concentrated light source itself.

Motion. The components of the object's motions are discussed in detail on page 63. Obviously the flight path of the object, with its rapid approach, deceleration, hovering and departure at moderate speed as reported by both crew and ground witnesses, does not qualify as meteor behavior. A meteor, if very slow, if in orbit many tens of kilometers above the helicopter, and if (most importantly) it could "keep itself alive," would appear to climb halfway across the sky during the first increment alone; it would not maintain the same position on the horizon. (Witness the path of an artificial satellite as it crosses the celestial sphere.) Any object moving across the observer's line of sight at a constant speed will appear to move most rapidly as it crosses directly in front of, and is closest to, the observer.

If the object were an exceptionally bright fireball (suggesting that it was at considerable altitude and distance from the observers), the question is raised why it was not reported, that clear balmy evening, by numerous observers as it passed so leisurely over the several-hundred-mile path of Pennsylvania, Ohio, Indiana, or Michigan, or even out over Lake Erie, where in the starry darkness dozens of ore freighter seamen must have been at the watch. To our knowledge, no bright meteors were reported at all that night over the many thousands of square miles from which the object--had it been at high altitude--would have been visible.

Duration. Meteors are short-lived phenomena. Once a meteor has entered the earth's atmosphere, its fiery flight can endure for only a very few seconds. Average shower meteors are visible for less than two seconds; fireballs and bolides rarely last more than ten seconds (Kroniv, 1960). The Orionid meteor shower (associated with the orbit of Halley's Comet) which occurs every year between October 18-23, is a relatively minor meteor shower characterized by swift streaks, persistent trains, and velocities of about 40 miles per second.

Meteors "ignite" and become visible at altitudes from 100 km down to about 80 km (60 to 50 mi.). For an observer essentially at sea level, objects between 80 and 100 km (60 and 80 mi.) could theoretically be visible over flight paths from 720 to 1150 km (446 to 713 mi.) in radius. For meteors at the altitude of 80 km (50 mi.), an Orionid at 66 km/sec (41 mi.) could theoretically cross the sky in less than 22 seconds; a sporadic meteor traveling



at the average meteor velocity of 40 km/sec (25 mi.) could traverse the entire sky in less than 36 seconds, and an extremely slow fireball with a velocity of 12 km/sec (7.4 mi.) could theoretically cross the entire visible sky in about 110 seconds.

But theory and reality are not always compatible. All of the above figures are based upon the premises that a meteor head could maintain its altitude of entry, could stay in a circular orbit without decay, and could continue to burn without disintegration, for more than 2300 km (1400 mi.).

Empirical evidence corroborated by radar measurements indicate that these phenomena do not occur. Meteors are not observed to travel  $180^{\circ}$  from horizon to horizon. Faint (shower) meteors have a usual path length of only about 60 km (87 mi.); bright meteors may have a path length of up to 300 km (186 mi.) (Flammarion, 1964), but in fact, to be visible they must be within 150 to 200 km (90 to 125 mi.) of the observer. Angular velocities average about  $20^{\circ}$  per second (Olivier, 1925).

I consulted extensively on this problem with Dr. William M. Protheroe, Professor of Astronomy, Ohio State University, who supplied the formulae and checked their application to the flight times of meteors. Dr. Hynek also considered this problem. Their conclusion is that the generally accepted time for longest meteor head visibility, under the most favorable conditions, would be on the order of 30 to 40 seconds.

Thus the appearance of the object, the nature of its motion, and the length of time it remained visible all provide grave difficulties for a meteor hypothesis as an explanation for the reported events.

## CHAPTER III

### ANOMALIES WITHIN THE AIRCRAFT

While the men of the helicopter crew were watching the object in astonishment and fear, they were also experiencing certain anomalies within the aircraft. First the radios abruptly malfunctioned on all frequencies, then they noticed that the magnetic compass disk was rotating, and finally, as the object moved to the west of their aircraft, they discovered they were in a 1000 fpm climb with the collective full down.

#### The Radio Malfunction

As the object/light approached the helicopter, first Coyne and then Jezzi attempted to make radio contact with the Mansfield Control Tower to check possible aircraft in the area.

Zeidman: Now, on this business of the radio, the apparent radio malfunction. . . .

Coyne: That's the problem. Now Jezzi was calling while I was handling the aircraft. Jezzi called on this radio, the VHF. There was no answer. He depressed the mike. You'd hear the keying sound, and you'd hear him talking on the air through your own earphones, but then there was nothing coming back.

Zeidman: The keying sound indicates that you are transmitting?

Coyne: Right. Then he changed frequencies, and called on the alternate. He called Tower on VHF, then he called on UHF. The frequencies are published in the IFR. He

had the IFR supplement in his hand, and we heard the channel tone every time he changed frequencies, the channel tone and the keying sound. The radios were functioning, but we had no transmission. They weren't receiving us.

Zeidman: Okay. Now, the channeling tone. . . .

Coyne: When you change like this [click, click] you hear a channeling tone, every time you change channels.

Zeidman: And it lasts a second or so?

Coyne: Right, a couple seconds or less.

Zeidman: And it indicates that you have changed frequencies?

Coyne: And when you hit the mike you hear the keying sound.

Zeidman: Now, there are two ways to activate the mike. . . .

Coyne: Right. Here [a heel pedal] and here [the mike button on the cyclic stick]. And yet we had perfect transmission with Canton/Akron after, and with Columbus prior, and with Cleveland when we landed. And Mansfield was just eight miles away. [ See map, p. 18.]

Zeidman: The shortest distance of all.

Coyne: Right. We could see over there.

Certainly Mansfield was well within radio range, and previous contact with the Tower had been no problem. According to Coyne, no exactly comparable malfunction of this specific aircraft's radios had occurred, either before or after the October 18 incident.

Coyne reported that the day following the event, he phoned the Mansfield Tower and asked that they replay the previous night's tapes. As Coyne told Dr. Hynek, "They said they heard us and yet they say they can't find it on the tapes." There is no record of even the initial transmission between the helicopter and the Tower.

In many UFO encounters, pilots have reported a temporary failure of aircraft radios, instruments, or sometimes total electrical systems. A sampling of such incidents is summarized in Chapter IV. See especially the reports dated June 1948, September 1950, February 1955, June 1967, November 1967, and June 1968 for examples of malfunctioning radios. Reports of the temporary failure of whole electrical systems are recounted in the events dated December 1956, August 1957, September 1968, and September 1976.

Dr. Richard Haines, psychologist-physicist, has commented, "Ionized air is known to block radio transmission, as evidenced by numerous studies. A well-known example occurs during a spacecraft re-entry during ablation of the heat shield when all communication is lost."

Could this have caused the radio silence?

### The Compass Rotation

At the most intense moment of the encounter, after the helicopter had dived to avoid a collision and after the beam of green light had penetrated the cockpit, the magnetic compass began rotating slowly (see pages 17 and 34), while the RMI (radio magnetic indicator) remained apparently unaffected.

The magnetic compass, most basic of navigation instruments, is a simple device consisting of one central unit on which two bar magnets are fastened on a two-point suspension system which is permitted to rotate freely in response to local variations in magnetic field (see inset, page 81). As the plane changes direction, the compass heading is read directly from a disk which rotates around a pivot. The magnetic compass is acutely sensitive to changes in the plane's attitude (turning, banking) and is subject to error (but not to the extent of continuous rotation), unless the aircraft is in straight and level, constant-speed flight. The instrument also reacts to ferrous metals or electrical currents in the vicinity (as evidenced by Coyne's mention that the compass would deviate by  $20^{\circ}$  when the aircraft's landing lights were turned on), and for this reason it is placed as far as possible away from such potential disturbances in the cockpit (see Figure 19). Every aircraft has its own residual magnetic fields that are balanced out at the time of installation of a magnetic compass.

Figure 19. View of Instrument Panel  
(with Compass Obstructed by Cyclic)

81

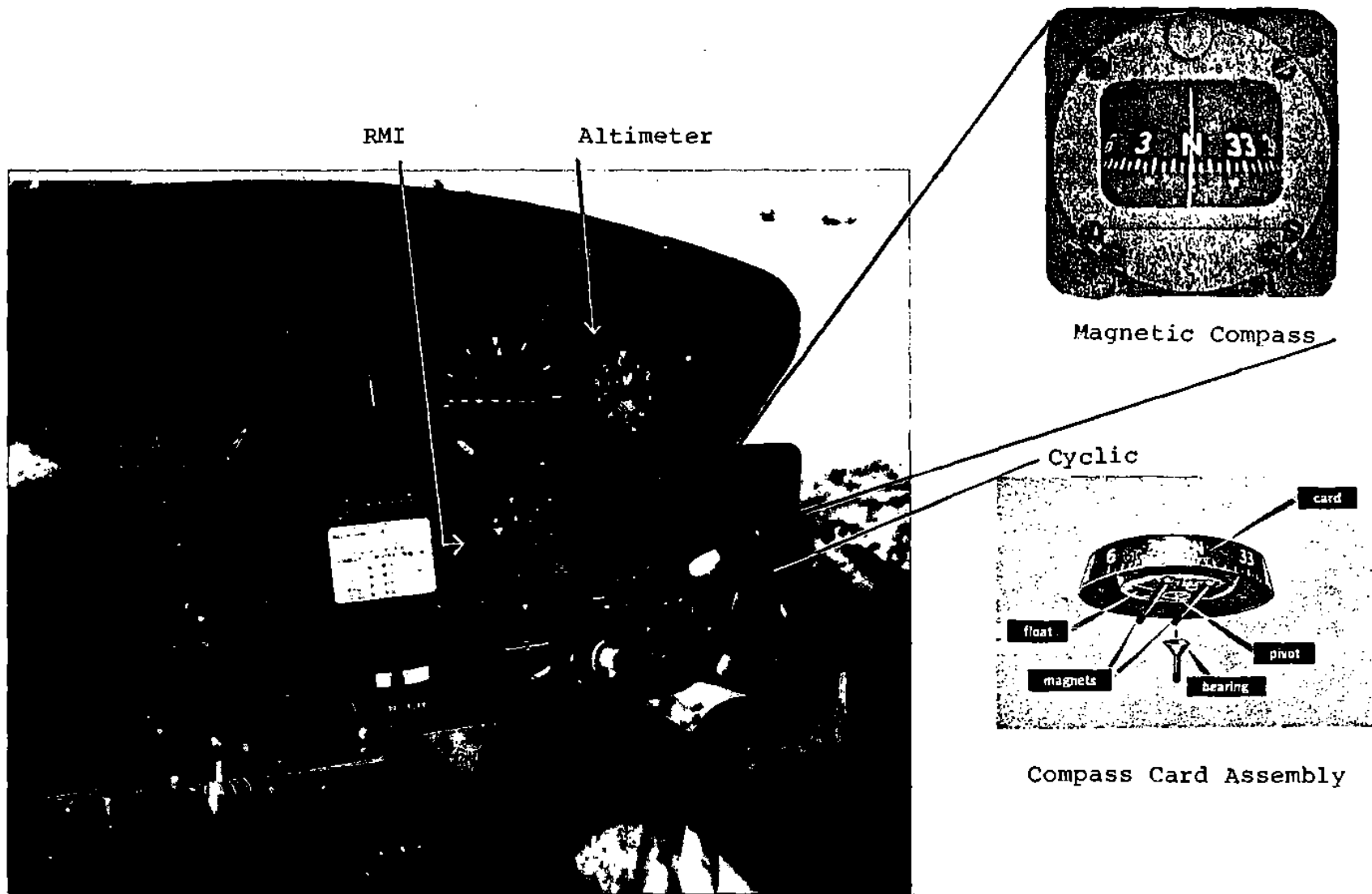


Photo by Hynek

The RMI (in this case, an AN/ASN-43 built by the Sperry Gyroscope Co.) is a multi-purpose instrument used with three different navigation systems: a DG (directional gyrocompass), the ADF (automatic direction finder), and the VOR (very-high-frequency omni-direction range). The RMI "clock-face" is itself only an indicator, and is capable of presenting simultaneous readings from all three systems. The remote sensor for the DG portion of the system is located in the tail boom of the UH-1 helicopter and consists of an induction compass transmitter and a magnetic flux compensator. The gyro itself is located in the aft radio compartment. Only through the DG mode could the instrument be affected by changes in the magnetic field. Coyne reported that all three modes were operational at the time of the encounter.

The head of the avionics laboratory at the helicopter maintenance facility has commented:

If the directional gyro (DG) system were subjected to a disturbance or variation in magnetic field, it would not respond with any drastic needle swinging on the instrument face, but by displaying either a "+" or "-" symbol located in a small synchronization knob located at one corner of the instrument. Under the circumstances [the excitement of the encounter] , such an error indication could easily be missed by the pilots.

Guidance and control specialist Dr. Robert Wood has speculated:

If an aircraft were subjected to a strong transient magnetic field, it could change the aircraft's own

residual magnetic signature, resulting in deviation of the magnetic compass. In the encounter with the UFO, since the compass made about four complete rotations per minute, the local magnetic field (at the compass itself) apparently modulated at that rate. However, a pulsating magnetic field emanating from the unknown object that could cause a compass rotation at the time of the encounter would not explain the continued rotation into the next day, unless the friction in the compass bearings was extremely low.

In response to questions raised by Jezzi's testimony (page 34), Coyne stated that the magnetic compass had never malfunctioned previously, and that although the replacement compass did not function properly, this was finally attributed to faulty installation. When it was re-installed, there was no further trouble with the instrument.



### The Unexpected Ascent

The highest elevations in the SE Mansfield area are 1300 feet above sea level. Coyne reported that as the red light approached and a collision appeared imminent, the last altitude he noted was 1700 feet, with a 2000 fpm dive in progress. However, we know from the location of the ground witnesses that the site is lower than the surrounding hills--the lake elevation is 997 feet--and the trees near the shore are approximately 30-50 feet high. The 1700-foot altitude thus reflected on actual above-the-trees level of perhaps 650 to 670 feet.

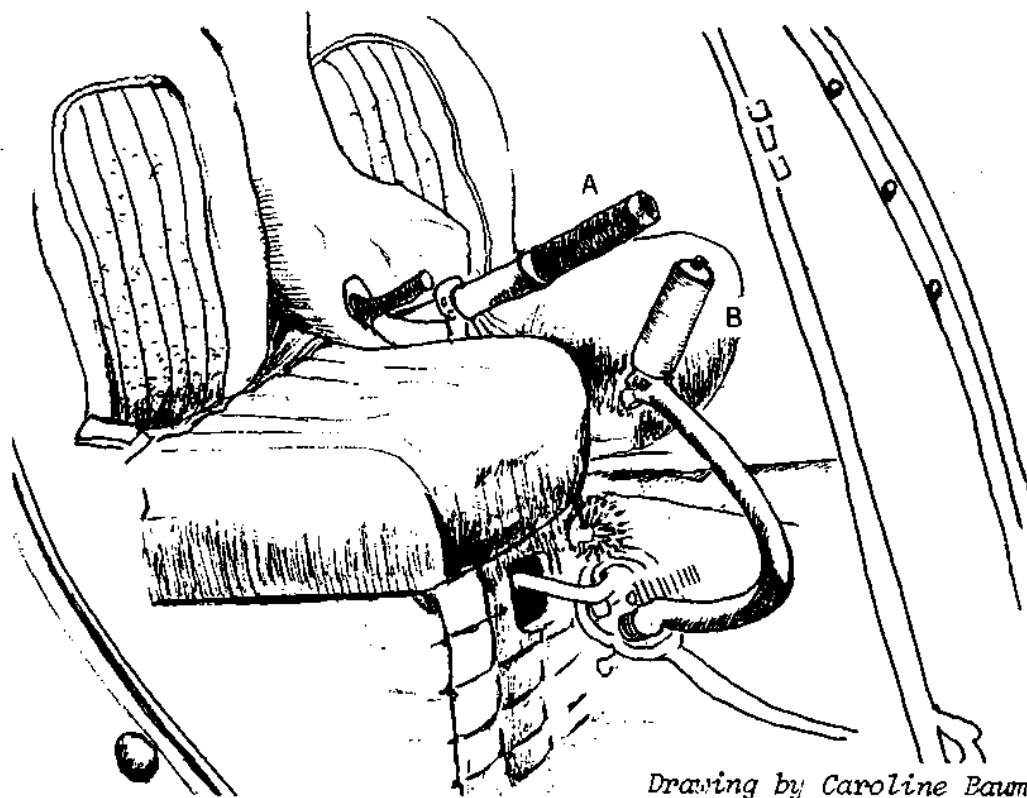
"The reason I didn't crash into the ground," Coyne told me, "was because I could see the ground. I had night vision. We were down to 500 feet, maybe. But I've flown a helicopter low-level many times--200 feet, even 50 feet. The big thing of course is wires, obstructions."

We do not know at what precise altitude the helicopter ceased diving and began to climb. There are two reasons to suspect that the dive-to-climb change was not an abrupt one: none of the crew felt the g-forces of a sudden directional change (yet they were all acutely aware of the dive) and the ground witnesses reported that the two craft were maintaining the same altitude while the two children got out of the car.

Coyne says that the collective was in the full down position when he noticed the climb, the cyclic in a "nose-down 20°" position (out of a 40° nose-down capability), and his power setting had never been changed at all from the cruising setting of 6600 rpm.

"It was 3500 feet when I noticed it," [the climb] Coyne said, and this [the collective] was still bottomed. No lift. I didn't have that much time to think. Something not normal was happening. It continued to the point where we topped out at 3800 feet."

Figure 20. SIDE VIEW OF A HELICOPTER'S COLLECTIVE AND CYCLIC CONTROLS



- A. Collective--controls altitude
- B. Cyclic--controls attitude and direction of flight

Coyne remembers that his left arm was stiff (elbow straight) on the collective. When I pointed out (during the April 2, 1978 review meeting at Port Columbus) that if he had been reared back looking upward through the "greenhouse," he could have maintained

a stiff arm and still have been pulling up on the collective, Yanacsek immediately broke in and said that he remembered definitely that Coyne, seated directly in front of him, had been hunched over in a protective, flinching posture, not reared back. Coyne agreed, remembering how he instinctively stiffened and flinched in anticipation of a collision, and how his attention had been focused primarily to the front, not upward through the "greenhouse."

Coyne's description of the abnormal control response and the concurrence of all four crewmen that they were unaware of both climb and g-forces remain among the most puzzling aspects of this event. Their testimony should be compared with that of South African pilot Anton Fitzgerald (see page 92) who describes two incidents in which he experienced abnormal aircraft ascents without awareness of g-forces, in a fixed-wing aircraft, while unexplained aerial phenomena were present. Irrespective of similar events, however, the implication of the Coyne crew testimony is that the helicopter's climb was not a normal one.

## CHAPTER IV

### SIMILAR EVENTS

The helicopter-UFO incident, while unique in its particular combination of aspects, still showed certain similarities to other encounters of aircraft with UFOs. Some of those are summarized in this chapter.

#### The Same Evening

Walter and Mary Kowalchik live SW of Mansfield in a hilly, wooded, suburban area. On October 18, 1973, they were talking on the local network of their Ham radio group at about 9 pm with Richard Swain, a Technical Sergeant in the Air Force, who was in Galion, Ohio (see Figure 21). Kowalchik reported:

Swain said, "There's something strange. First of all, it's a strange light. No airplane has a light like that. It's an orange glow, rather than a flashing red or green. And secondly," he said, "it isn't behaving like an aircraft. Now wait a minute, there's something strange here!" And he was all excited. He was in Galion and he said it was heading towards Shelby.

Now it so happens that Mr. Eldon Heck was also on the air, and he sent his wife out in the yard to scan the skies while he was on the air. Sure enough, she came back to report that she was sighting something strange

over the Shelby area. It was heading towards Mansfield. So we have a report from Galion, we have a report from Shelby, and then we have a report from Gordon Sponseller who was also in the Air National Guard, and he said, "There is a strange object. I can't identify it because all I can see is a light. I cannot see an object, but I can see a strange light, and the manner in which it is maneuvering--it's very rapidly in one direction and then a sudden stop." Sponseller said that no object with any mass at all could possibly stop that suddenly. "Something is strange," he said. "Either someone is shining a light against some clouds, or it's a type of maneuvering that is very fast."

And by that time I [Kowalchik] came out here and told Mary, because at that time we had a very clear view of the sky in that direction. At that time there were no leaves on that dogwood tree. We had a very clear view of the skyline, and Mary said, "Well now, I do see an orange glow over there," but she also sighted an aircraft in the sky, and she knew it was an aircraft because of the flashing lights on the craft, and it was moving at a very steady rate across the sky like an airplane would, whereas the other object was moving very rapidly from spot to spot on the skyline. So Mary called me out and as I got there she said, "Look at that! Oh my God, they're gonna crash!" Because they were on a collision course--at least it appeared from here, and they did come close together and veered off--the orange object veered off, and the plane kept going on, and that's about the extent of our sighting.

Mrs. Kowalchik then gave her version of the incident:

I watched it with the binoculars and I kept track of it. We've seen other lights, unidentified lights, in other parts of the sky, but this one seemed to be staying and staying in one place for the longest time, and finally

I came to the conclusion that it couldn't possibly be a plane. When I did see the plane come, the two of them seemed to come right together. I really let out a scream because it looked from here--of course that was a ways away--but the way I could see them with the binoculars it looked like they were coming right into each other. The two of them seemed to be coming right toward each other. It seemed that way because the object had seemed to sit in the sky for a long time before.

I asked Mrs. Kowalchik what the object did after the the apparent close approach.

"It was visible for a little while, then it seemed to suddenly disappear. I could see the plane going off."

"Was the aircraft a fixed-wing plane or a helicopter?"

"I really don't know. It seemed that the plane kept on its course."

Mr. Kowalchik interrupted. "As near as I can recall, the plane continued on the course, but the glow or the light veered upward suddenly. The plane was at a fairly low altitude. It was just above the skyline. It appeared to be just beyond Mansfield, to the northeast."

Mrs. Kowalchik continued. "It was an orange glow, a very bright orange glow. It was definitely not a red. Also, it was a lot brighter than any airplane light. We can watch the planes, lots of times we watch, and even when they're close and the lights look larger--but this wasn't anything like that."

She went on to say, "It stayed in one area for a long time. I could tell from the relationship to the skyline and

to the dogwood tree. You know, I watch hummingbirds a lot. And they're so mobile, and I couldn't help but think how interesting that was, that the object was also so mobile. A helicopter couldn't do that."

I asked, "Did you see any meteors, any shooting stars?"

Mrs. Kowalchik replied, "Oh, I've seen meteors sometimes, but not that night. It wasn't anything like a shooting star, it really wasn't."

Mr. Kowalchik said, "I won't even attempt to offer any type of explanation for this, but there was an object. It was not any aircraft. Obviously not an aircraft because no aircraft could possibly move in this fashion where it would hover, be stationary, then move very quickly. And particularly near the near collision--it seemed to rise straight up in the air. I can't remember how it disappeared, just faded away."

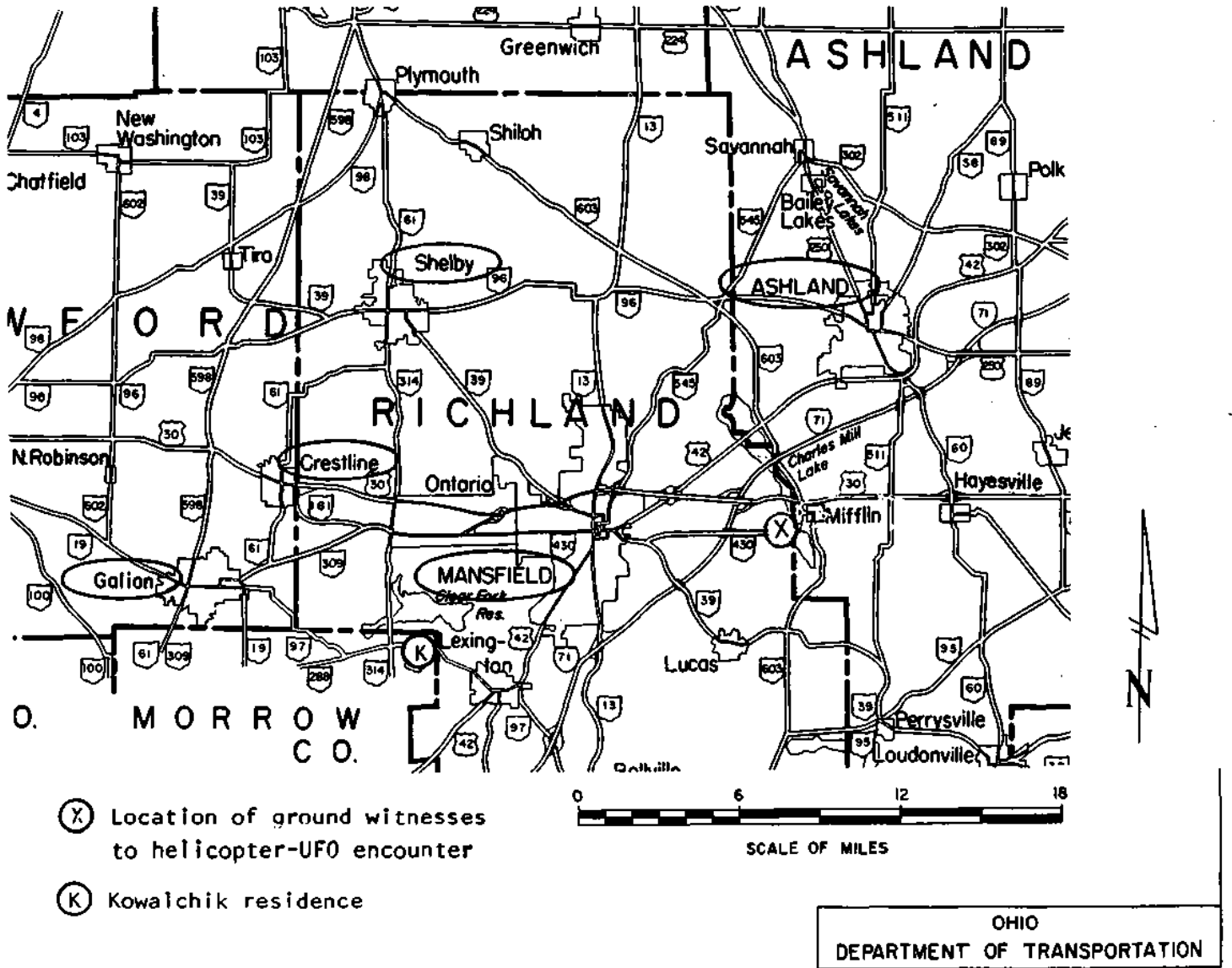
"I know the plane went on its way," Mrs. Kowalchik added, "because I felt such a great sense of relief, because obviously nothing had happened."

Referring to his Ham log, Mr. Kowalchik established that the sighting occurred on October 18, 1973. The net started at 7:30 pm and they were off the air at 9:30. The incident happened during the later part of the time interval, about 9:00 pm.

Obviously, this was not the helicopter encounter which occurred at 11:05 pm. Obviously, too, without other witnesses on the ground or a report from the pilot, there is no way of knowing if the plane and the object did nearly collide. In the

dark, even through binoculars, the line of sight could have been very deceiving. Since the plane did not deviate, it is entirely possible that the pilot was totally unaware of the object, or could see the object and knew that it did not constitute a threat.

Figure 21. AREA AROUND MANSFIELD





In reference to another incident on the same evening,  
Dr. Hynek received this letter.

11-14-77

Dr. Hynek:

While reading the Nov. '77 Reader's Digest article on UFO's I came across an incident that I was a small part of. Perhaps I should have written sooner while facts were still fresh but this is my mistake. The Reference is to the sighting over Mansfield, Ohio on October 18, 1973 by a Capt. Lawrence Coyne. Below is my observation.

I was the First Officer on an American Airlines flight 21, a Boeing 747, enroute from New York Kennedy to Los Angeles Int'l, on October 18, 1973. We departed Kennedy at 1800 EST. At a point on the airway approximately in the vicinity of Rosewood, Ohio,\* at approximately 1930 EST an air carrier aircraft (either United or TWA) eastbound at 35,000 feet called Cleveland Center to inquire of the traffic directly ahead of him. Cleveland responded they had no traffic in that area nor were painting any on their radar.

Another Air Carrier (again I can't remember the sequence of calls, except that United, TWA & Delta were involved in the transmissions) who I remember gave his flight level at 37,000 ft and was westbound also reported sighting traffic in the same area ahead and below his flight level. Another Air Carrier called in and also verified traffic in the same area. It was dark on the ground but at our flight level (33,000) it was still fairly light. I turned to my right and looked to the rear (northeast) and sighted an object which I can only describe as concave in shape which illuminated a bluish green light, enough so as to mask the actual shape of the

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\* See Fig. 1.

object. The best way I could describe it is like looking at a black light where all edge definition falls off.

My actual sighting was very brief as the object slid out of vision behind the cockpit rear window. Whether it was our forward movement or its [ sic ]

It was only later that year when watching a Dick Cavett telecast on UFO's did I realize the consequences of what might have occurred.

My conclusions of what I saw is that there was an object, not a meteor as Mr. Phillip Klass speculates, because of the triangulation of the aircraft, and also the vertical scale (i.e. above some, below others). Also the time differential. Ours was sighted at approximately 1930 EST and I believe Capt. Coyne sighted theirs at approximately 2200 EST, which is a pretty long time for a fireball to hang around.

I have never filed a UFO sighting before but in 18 years of flying aircraft, this was the strangest thing I have ever seen. If I can be of any further assistance please call on me. Sorry I took so long.

Respectfully,

Gary Buckland  
First Officer, American Airlines  
Los Angeles, California

### Similar Events on Other Occasions

The reports in this section of UFO sightings associated with aircraft exhibit some of the same features as those of the helicopter incident discussed here. Most of these reports come from UFOCAT, the computerized index developed by Dr. David Saunders, which contains over 63,000 UFO and UFO-related reports. Another source is the personal collection of over 3,000 UFO sightings by pilots compiled by Dr. Richard F. Haines. Both were asked only for reports in which electro-magnetic effects or anti-gravity effects had been described. There are many more accounts of such effects in existence. These are a representative selection to indicate the scope of the phenomenon; not all have received a first-hand investigation or analysis. They are arranged chronologically.

A South African pilot with considerable flying experience, and two additional witnesses, reported that on a calm, misty morning while on the ground they observed a reddish glow or "bubble" about 200 yards away and 1,000 feet in diameter which appeared to be resting on an airport runway. The "bubble" started to rise vertically, and all the sheep in an adjacent paddock rose "on tiptoe like ballet dancers, suspended in space with their hooves barely touching the grass."

The pilot and his companion now also experienced personal sensations of weightlessness as they started to run toward the "bubble."

A short time later, while he was taking off on the same runway in an Aero Commander, the pilot found that the aircraft "left the ground like a flash," ascended through the overcast, and "within a couple of seconds

[we] were out in the clear on top of the stratus. The vertical speed needle was hard up against the maximum rate of climb stop, while the altimeter needle was spinning clockwise." There was no awareness of G-force. A ground observer corroborated the unusual take-off and climb.

A year later, in Texas, the same witness and a companion had a similar experience just after dawn while flying at 22,000 feet in a MU2 turboprop. A circular object with "the same eerie pinkish glow" shot straight up onto the sky directly ahead of the aircraft's flight path. The glow of the rising sun was behind them. The aircraft was put into a 3,000 fpm descent with reduced power. As 10,000 feet was reached, the "vertical speed needle moved rapidly from descent to against the maximum rate-of-climb stop, while the altimeter needle reversed direction and started spinning clockwise at an incredible rate." As in the previous experience, no g-force was felt. The anomaly lasted only for a few seconds, yet the aircraft reached 25,000 feet before control was regained.

Upon landing, they found that a rancher 70 miles away had just witnessed a like phenomenon (to the first event) on his runway with similar unusual behavior of steers who were corralled nearby. (Anton Fitzgerald, "Repeat Performance," FSR, May-June 1969, Maidstone, England, p. 6)

On July 23, 1947 a lone pilot at 6,000 feet noticed a bright shaft of light which appeared to beam down near his plane from a higher altitude. Total engine failure ensued; however, the nose of his plane "instead of dropping to a normal glide, remained rigidly fixed on the horizon, in normal, level flight altitude." The airspeed indicator dropped to zero. The pilot experienced prickling, electric-like sensations, and felt that he "was being

watched and examined." Then he noticed a dull metallic-like port-holed structure about a quarter of a mile away, and beyond it "another disk, seemingly fixed in the sky." Soon afterwards the pilot was able to restart his engine and his aircraft behaved normally. (Harold T. Wilkins, Flying Saucers on the Attack, New York: Ace Books, 1954, p. 70, quoting John Jenssen)

A Soviet test pilot, A.I. Apraksin, had two similar UFO experiences. On June 16, 1948, while flying above the clouds, a "cucumber" shaped object was seen emitting "cones of beams," which opened up like a fan and burned his machine, blinding him for an instant and causing malfunctions of electrical controls of the plane and engine. The object "jerked upward" into a cloud layer.

On May 6, 1949 Apraksin, again solo, observed another "flying cucumber." Again a cone of beams was directed toward his plane; his vision was affected, and the entire electrical portion of the controls were destroyed. Radio communications ceased, and there was damage to the aircraft window and the cockpit pressurization systems. (Felix Zigel, "Unidentified Flying Objects in the U.S.S.R." photocopied; Evanston, Ill.: Center for UFO Studies Library, p. 124)

Just after dawn in Korea, September 1950, two large circular shadows were observed racing along the ground. The radar gunner, flying in a US carrier-based fighter-bomber, looked up and saw the objects responsible for the shadows. "They were huge . . . at least 600-700 feet in diameter . . . traveling 1,000 to 1,200 mph . . . with a 'silvered mirror' appearance. . . . A reddish glow surrounded them . . . shaped somewhat like a coolie's hat, with oblong ports from which emanated a copper-green

colored light. The middle of the underside was coal black. The objects were also visible on the aircraft radar.

These objects "suddenly seemed to halt, back up, and begin a 'jittering'. . . motion." The aircraft guns (with attached cameras) jammed and the radar went haywire. Radio communications with the aircraft carrier and with two other frequencies also jammed. The objects maneuvered around, over and below the three-plane flight, and were observed by all crewmen. (Coral Lorenzen, Flying Saucers: The Startling Evidence of the Invasion from Outer Space, New York: New American Library, 1962, p. 30)

On February 2, 1955, on a clear day at 7,500 feet, an experienced Aeropost airliner pilot, Captain Dario Celis, and his co-pilot observed a round, green-lighted, rotating object emitting flashes of red light which rapidly approached the plane. When the pilot attempted to inform the nearest ground radio stations--Barquisimeto and Valera, Venezuela--of the unidentified object, the communication failed as soon as he began transmitting, but resumed after the rapid disappearance of the object. (Donald E. Keyhoe, The Flying Saucer Conspiracy, New York: Holt & Co., 1955, p. 249)

On December 17, 1956, near Itazuke AFB, Japan, a USAF jet pilot picked up a large unidentified radar blip which did not appear on ground radar. Receiving permission to intercept, the pilot closed in at over 700 mph. At 8 miles range, a round object became visible precisely where the radar showed it. The object was golden tan, non-reflective, and appeared to be circular on the bottom. A diameter of approximately 350 feet was computed from the object's apparent size on the windshield vs. known distance. Auto-

matic radar lock-on was achieved; however, as the pilot continued to close, the radar was intermittently jammed by strong interference. He approached to within 5 NM before the object began moving away at speeds of 1,500 to 1,800 kts. Immediately after landing, the jet and its equipment were checked and all systems found satisfactory. (Richard Hall (Ed.), The UFO Evidence, Washington, D.C.: National Investigations Committee for Aerial Phenomena (NICAP), 1964)

At 8:55 am on August 14, 1957, the crew of a Varig C-47 cargo plane, enroute from Porto Alegre in southern Brazil to Rio de Janeiro, observed above a thick cloud layer, a luminous, saucer-shaped, domed object which made several abrupt rapid horizontal maneuvers and then dived into the clouds below. The object's dome glowed with an intense green light; the flattened base showed a less intense yellowish light. During the closest approach of the airliner, the C-47's engines ran roughly and the cabin lights and other electrical systems malfunctioned. After the object's disappearance, the aircraft systems returned to normal. (Lorenzen, 1962, p. 155)

On November 4, 1957 at 1:20 am, the ADF, right generator, and transmitter-receiver of a Varig C-46, flying above a cloud layer near Ararangua, Brazil, burned out simultaneously when an unidentified red light "suddenly leaped through an arc of about 45 degrees" and began to "increase in size" and glow brilliantly. (Hall, 1964)

In December 1966 a Finnair pilot flying a two-engine jet aircraft at 25,000 feet altitude encountered three dark, cigar-shaped objects on about a 30° heading. As

this formation passed him, his compass comparator light came on indicating that the two independent instruments were more than 5° out of correspondence. Both compasses returned to the same reading (normal) when the formation moved ahead. After the plane landed, both RMIs were inspected and found to be functioning normally. Subsequent flights over the same area produced no similar effects. The visual phenomena were also seen by another Finnair pilot over Hamburg, Germany, as well as by two other SAS pilots who reported them to Stockholm Control. Some 400 ground witnesses reported seeing what is likely the same phenomena also. (Dr. Richard Haines, personal collection of sightings made by pilots of aircraft)

On June 9, 1967 two Spanish Air Force pilots in separate T-33 jets chased an unidentified object at an altitude of 3,900 feet over the province of Extremadura. The object appeared to wait for them to approach, then moved on again. Whenever they were directly above or below the object, their radios malfunctioned, merely emitting noises resembling the interference associated with storms.

Two additional faster jets were scrambled to the scene; those four crewmen experienced the same conditions of "cat and mouse game," and radio malfunction. Finally the object shot upwards at exceedingly great velocity and disappeared. (Antonio Ribera, "Spanish Jets Chase UFO," FSR, May-June 1968, p. 26)

An aircraft's radio, cockpit lights, and passenger cabin lights were reported to have dimmed on November 16, 1967 at 1822 hours over Peru when two UFOs, shaped like a child's top, circled the plane, a DC-4. The captain, first officer, and some of the passengers saw the objects.



One object remained near the plane, flying at 7,000 feet, for about 60 minutes. When it disappeared, the lights came back on to their normal intensity. Several minutes later, as the captain was radioing Lima, the UFOs returned with another similar object. They "hovered about the plane only for a short period, and then both sped away." The radio and lights operated normally during this second encounter. (Haines, personal collection)

Still another possible UFO-induced electromagnetic interference case occurred on a clear day, June 18, 1968, near La Guardia, Argentina. This encounter was somewhat similar to that reported by the Coyne crew. The pilot and his passenger saw a greyish-blue UFO, estimated to be about 30 m. in diameter, and appearing like an "overturned soup plate," at about 7,500 feet altitude, 1625 hours local time. It approached the aircraft from the right side and was estimated to be about 1,000 m. away. The pilot tried unsuccessfully to use his VHF radio to contact Cordoba Air Control but made a faint communication with Catamarca Control Tower, and a successful contact with Flight 713 of Aerolineas Argentinas.

The UFO "placed itself in front of the plane." Seconds after, it disappeared towards the north at a fantastic speed. The pilot was then able to contact the Catamarca Control Tower. Moments later, the UFO reappeared "at an incredible speed towards the plane. It . . . only stopped at a few meters in front of the plane. It began to wobble and seconds later it disappeared towards the north again at a fantastic speed. Both sightings lasted between two and three minutes." (Haines, personal collection)

A glowing object, traveling fast and maneuvering rapidly, was seen near an airliner enroute from San Juan, Argentina to Buenos Aires on September 29, 1968. The object changed directions and went up and down several times. The pilot reported that the electrical equipment on the aircraft went completely dead. The object speeded up and disappeared, and the electrical equipment returned to normal. (Bill Burt, "Amazing UFO Sightings in Argentina," The National Enquirer, October quoting Captain A. Martin C.)

In March, 1971 a pilot in Ontario sighted a very large bullet-shaped object which "flashed into view from the East, seemed to stop directly in front of the Beaver aircraft, and then flash away almost instantaneously" at 2 pm on a clear day. A reddish-grey flame was at the rear of the bright silver, smooth object. The aircraft's engine stopped and then started again after the UFO left, according to the former bush pilot with 22 years of experience. There was even some possible evidence for a time lapse (or at least concentration by the pilot leading to some mental confusion). (Haines, personal collection)

On March 18, 1972, an AUA (Austrian Airlines) DC-9, enroute from Vienna to Frankfurt in a clear sky at 7:18 pm, experienced a direction-finding system breakdown. "The two ADF radio-compasses showed an aberration of 8° against each other." Five minutes later, a "huge white funnel" or inverted cone was observed motionless in the sky, with its axis pointing downward and beams of light visible from the top.

After two minutes the object began moving. The light changed from white to red, and the bottom of the object,

shaped like an ellipse, seemed to expand; a halo effect was observed which seemed to originate from a distinct white ring clearly outlined against the sky. After the object "dashed away" in a straight trajectory, leaving an "ionized trail--a luminous path of whitish-reddish gas glowing for 20 minutes," the radio compasses returned to normal. A Lufthansa pilot enroute to Stuttgart, also observed the object and also experienced direction-finding system anomalies. There is further corroboration by a third airliner and numerous ground witnesses.

(Alexander Keul, "UFO Sightings in Austria," in APRO Bulletin, Aerial Phenomena Research Organization, March-April 1972, Tucson, Ariz., quoting Captain Alexander Raab)

On February 2, 1973, a (Canadian) Air North airline pilot reported seeing a circular ball, self-luminous, 20-40 feet in diameter at about 30 yards from the aircraft for about 20-25 seconds over Ontario. It approached the plane from the west, lit up the cockpit, and disappeared by accelerating into the distance. While the object was close to the plane, the pilot reported that the magnetic compass malfunctioned and the automatic direction finder (ADF) needles rotated aimlessly, while the VOR remained "locked on." The RMI needle rotated at several rpm for "quite some time" after the Aero Commander aircraft passed over a ground radio beacon. (Haines, personal collection)

Pilot Carlos de los Santos was flying between Zihuatanejo and Mexico City on the morning of May 3, 1974 when his Piper Aztec 24 was surrounded by three unidentified disk-like objects, one over each wing and one underneath his aircraft. The objects were three meters in diameter and 1.2 meters high. De los Santos attempted to maneuver

away from the objects but found he was unable to operate his controls or reduce his speed, and his landing gear would not extend. The pilot attributed an increase in altitude from 15,000 feet to 15,800 feet to the objects. One by one the objects flew off and the controls returned to normal. De los Santos, who maintained radio contact with Mexico City Tower throughout the incident, was later able to lower the gear manually and make a satisfactory landing. The Mexico City Terminal Radar Controller verified that an anomalous blip was seen near his aircraft at the time and location in question. (Coral Lorenzen (Ed.), "UFOs 'Escort' Mexican Aircraft," APRO Bulletin, August 1975)

On November 28, 1974, the pilot of an Aeronca Champion flying over Shabbona, Illinois at 11:43 am in bright haze, encountered a round solid-appearing object, white or dull silver, without openings or protrusions, which paced his plane at a ground speed of 75-80 mph, and an altitude of 2,500 feet for a minimum of ten seconds, then accelerated out of sight. He estimated the object to be about one-fourth mile away, 120 feet long, and 30 feet thick. Before seeing the object, the pilot noticed that his magnetic compass was rotating counter-clockwise at a rate of four to five revolutions per minute and continued so until the object was gone. (Dwight Connelly (Ed.), "Pilot Says Compass Affected," Skylook the UFO Monthly, April 1975, Quincy, Ill.)

After citizens reported strange objects in the sky over Tehran, an F-4 jet of the Iranian Air Force pursued a brilliant white moving light at 0130 on September 19, 1976. As the plane approached to within 25 NM of the object, it lost the function of its UHF and intercom,

as well as its instrumentation. When the pilot broke off the chase and turned away, the instruments resumed functioning.

A second jet was scrambled and the pilot obtained a radar lock on the object by which means he estimated the size as that of a 707 tanker. When a second object/light emerged from the first and headed directly toward the pursuing plane, the crew attempted to fire a missile at it but were unable to operate the weapons control system, and lost all communications as well. After the pilot turned away and dived in evasive action, he saw the second object rejoin the first. His communications and weapons control systems resumed functioning.

Still another object emerged from the first and descended so rapidly that the aircrew expected a crash, but it only landed gently on a dry lake bed, casting a brilliant light over a wide area. Further radio interference and instrument malfunctions were reported by the F-4 and by a civil airliner passing through the same area. (Allan Hendry (Ed.), "The U.S. Government and the Iran Case," International UFO Reporter, January 1978, Evanston, Ill., quoting a message sent by the U.S. Department of Defense to various U.S. governmental agencies)

CHAPTER V  
CONCLUSION

The object encountered by the Coyne helicopter crew remains unidentified despite many hours of face-to-face interviews with the observers and many months of supplementary investigation, consultation, and analysis. All of the witnesses were cooperative over extended periods of time. Because the aircrew and ground witnesses (who have never communicated with each other) reported substantially the same description and chronology, the probability is very high that they were participants in the same event. Certainly there is no indication of collusion or hoax among them, and independently of one another, the testimony of each set of witnesses represents a valid UFO experience.

The possibilities that the object was either a meteor or a high-performance aircraft have been considered at length and have been shown to be untenable. The degree to which the object affected the helicopter's instruments or flight path is unresolved although similar magnetic compass and radio malfunctions, as well as unexplained climbs and apparent near-collisions, have been recorded in other incidents of interaction between UFOs and aircraft.

One interpretation of the reported observations is that the phenomenon was an object with physical reality at the time of the sighting. Another possible interpretation could be that of a projected image, similar to that of a hologram.

I am not proposing any theory as to the mechanisms or the origins of UFO phenomena, or to the specific identity of this particular unknown object. This report offers only a presentation of the facts and my unswerving conviction that we are being confronted with new empirical data which deserve the serious attention of both behavioral and physical scientists.

## SOURCES

	<u>Approximate Time Involved</u>
<b>Zeidman face-to-face interviews:</b>	
with <u>Coyne</u> : 6 interviews, 2 on tape	7 hours
with <u>Healey</u> : in the presence of Dr. Tom Evans, CUFOS psychologist consultant	2+ hours
with <u>Jezzi</u> : 2 hours in the presence of Dr. Hynek	5.5 hours
with <u>Yanacsek</u> : short portion on tape, remainder from handwritten notes	2 hours
with <u>ground witnesses</u> : 45 minutes on tape, at site	1.5 hours
with <u>Mr. and Mrs. Kowalchik</u> : (similar event 10/18/73 near Mansfield)	45 minutes
Review meeting: Coyne, Yanacsek and Healey (4/2/78 at Port Columbus)	1.5 hours
 <b>Other tapes available:</b>	
Hynek with Coyne and Healey	2+ hours
Hynek with FAA people at Hopkins Field	30 minutes
Healey with colleague at Police Dept.	45 minutes
Healey with Laura Gallagher	1.5 hours
Healey on Susskind show	15+ minutes
 <b>Transcripts:</b>	
Hynek with crew at dinner (notes)	
Nicholson/Jones with ground witnesses (2 two-hour tapes)	
Jones supplementary notes	
 <b>Consultation with Dr. Wm. M. Protheroe, Professor of Astronomy, Ohio State University</b>	
 <b>Phone Conversations:</b>	
Coyne (multiple); Healey; Jezzi; Air Hazard Office, Federal Aviation Authority, Port Columbus, Columbus, Ohio; members of the C. family	
 <b>Additional visits:</b>	
Flight Service Station, Port Columbus; Weather Bureau, Port Columbus; Ohio Geological Survey Library; Physics Dept. Library, Ohio State University; Perkins Observatory Library, Ohio Wesleyan University	



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1964, p. 381.

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APPENDIX A

OPERATIONAL HAZARD REPORT

For use of this form, see AR 95-1; the proponent agency is Office of the Assistant Chief of Staff for Force Development.

(An operational hazard is any condition or act that affects or may affect the safe operation of Army aircraft, associated equipment, facilities, or cause injury to personnel.)

1. THIS HAZARD OCCURRED OR WAS OBSERVED WHILE:

a.  IN-FLIGHT c.  OTHER (specify) \_\_\_\_\_  
 b.  ON THE GROUND d.  LOCATED AT \_\_\_\_\_ DATE 18 OCT 73 HOUR 2300

2. THIS HAZARD IS CONCERNED WITH (select most appropriate category):

a.  AIR TRAFFIC CONTROL c.  WEATHER e.  AIRCRAFT g.  OTHER (specify) UNIDENTIFIED  
 b.  AIRFIELD d.  PUBLICATIONS f.  PERSONNEL

3. IN THE AREA OF (select one or more to describe above category):

a.  PROCEDURES/INSTRUCTIONS d.  FACILITIES g.  SERVICING (e.g., refueling)  
 b.  POLICIES/REGULATIONS e.  MAINTENANCE INSPECTION h.  OTHER (specify) \_\_\_\_\_  
 c.  OPERATION(S) f.  SERVICE(S) (e.g., wx)

4. IF THIS HAZARD OCCURRED WHILE IN FLIGHT, COMPLETE THE FOLLOWING:

a. A/C TYPE UH-1H b. SERIAL NUMBER 68-15444 c. MISSION RETURNING FROM FLIGHT PHYSICALS

d. DEPARTED FROM COLUMBUS OHIO e. DESTINATION CLEVELAND OHIO

f. NEAREST NAVIGATION, FIX, FACILITY, OR AIRPORT WANSFIELD AIRPORT g. DISTANCE 10 h. DIRECTION WEST

YOUR AIRCRAFT WAS:  ON AIRWAYS  OUTBOUND FROM AIRPORT  OFF AIRWAYS  INBOUND TO AIRPORT  EN ROUTE  POSITIVE CONTROL AIRSPACE  TERMINAL  OTHER (specify) \_\_\_\_\_  IN CONTROL ZONE \_\_\_\_\_  AIRPORT TRAFFIC PATTERN \_\_\_\_\_

YOUR AIRCRAFT OPERATING CONDITIONS:  VFR DD 178  IFR/VFR ON TOP  VFR WITH IFR CLEARANCE  DVFR/ADIZ FLIGHT LIMITS  IFR DD 178  LOCAL  IFR WITH NO CLEARANCE

IF THIS HAZARD WAS A NEAR MIDAIR COLLISION WITH ANOTHER AIRCRAFT OR OBSTACLE, COMPLETE THE FOLLOWING:

FIRST SIGHTING OTHER AIRCRAFT: OTHER AIRCRAFT/OBSTACLE OBSERVED AT 3 O'CLOCK  
 ABOVE YOU  DIVERGING  YOUR RIGHT  OVERCAST  CLEAR  BROKEN CLOUDS  
 BELOW YOU  CONVERGING  YOUR LEFT  SCATTERED VISIBILITY MILES 15  
 SAME ALTITUDE  YOU OVERTOOK  OTHER OVERTOOK

WHAT FIRST DIRECTED ATTENTION TO THE OTHER AIRCRAFT/OBSTACLE? RED LIGHT PARALLELING OUR ACFT.

DISTANCE BETWEEN AIRCRAFT/OBSTACLE: FIRST SIGHTING 8-10 mi. CLOSEST PROXIMITY 500 FT. HORIZONTAL \_\_\_\_\_ VERTICAL 500 FT.

PHASE OF FLIGHT: YOU OTHER PHASE YOU OTHER PHASE  
 TAKEOFF  TURNING  CLIMB  REFUELING  
 LEVEL FLIGHT  ACROBAYICS  DESCENDING  OTHER (specify) \_\_\_\_\_

FLIGHT CONDITIONS:  BRIGHT DAY  DAWN  HAZE  GLARING SUN  THUNDERSTORM  ICING  NIGHT  PRECIPITATION  FOG  GUST  TURBULENCE

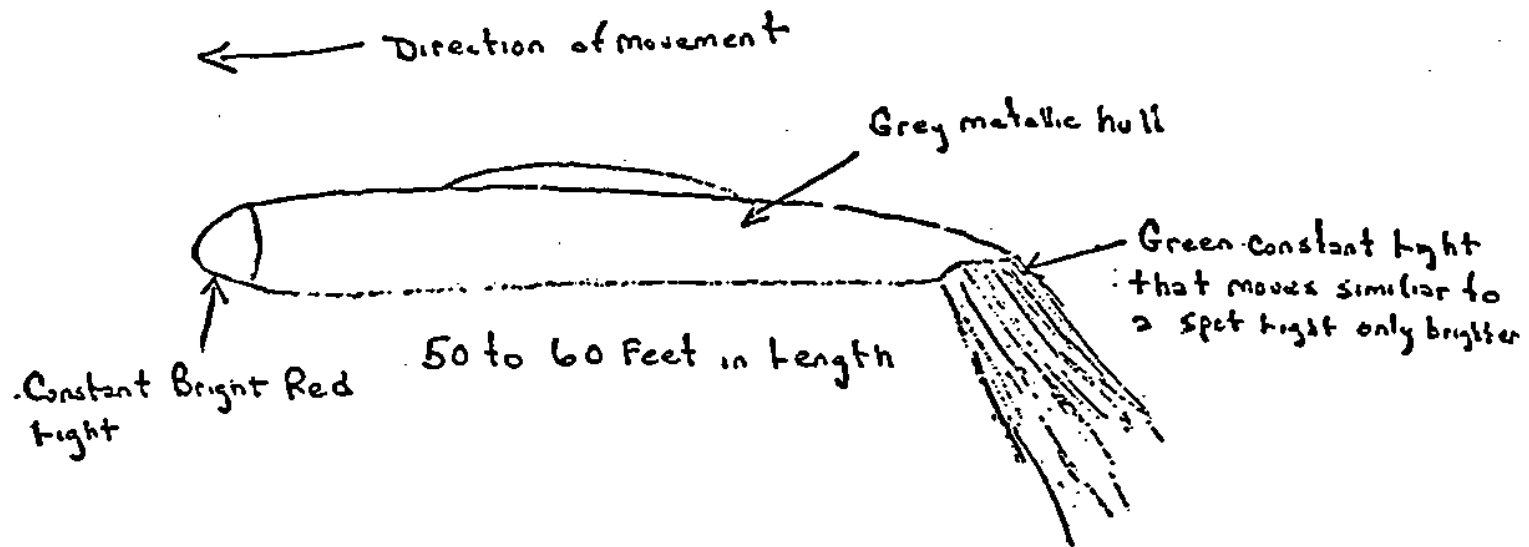
OTHER AIRCRAFT/OBSTACLE: TYPE A/C UNIDENTIFIED OBSTACLE DESCRIPTION \_\_\_\_\_

DESCRIPTION/EXPLANATION/COMMENTS (continue on reverse)  
 OBJECT APPROACHED AT SAME ALTITUDE FROM 8-10 MI. OUT, FROM THE EAST, FORCING ACFT. COMMANDER TO TAKE EVASIVE ACTION. OBJECT MADE NO ATTEMPT TO ALTER ITS FLIGHT PATH.

By (Your Aviation Safety Officer) \_\_\_\_\_ YOUR SIGNATURE (optional) [Signature] DUTY CREW CHIEF DATE 1 DEC 73

Continuation Sheet to DA Form 2696, Item # 5

Obstacle Description: Continued



# DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL

SUBJECT

Near Midair Collision with UFO Report

TO Commander  
83D USAROOM  
ATTN: AHRCCG  
Columbus Support Facility  
Columbus, Ohio 43245

FROM Flight Operations Off  
USAR Flight Facility  
Cleveland Hopkins Airport  
Cleveland, Ohio 44135

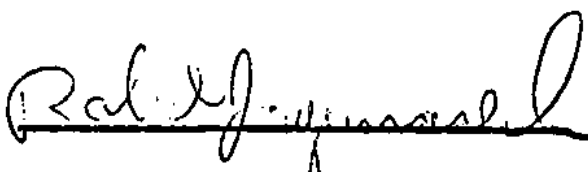
DATE 23 Nov 73

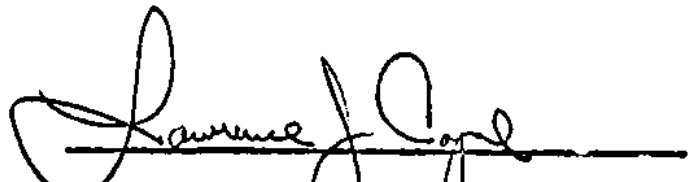
CMT 1

1. On 18 October 1973 at 2305 hours in the vicinity of Mansfield, Ohio, Army Helicopter 68-15444 assigned to Cleveland USARFFAC encountered a near midair collision with a unidentified flying object. Four crewmembers assigned to the Cleveland USARFFAC for flying proficiency were on AFTP status when this incident occurred. The flight crew assigned was CPT Lawrence J. Coyne, Pilot in Command, 1LT Arrigo Jozzi, Copilot, SSG Robert Yanacsek, Crew Chief, SSG John Healey, Flight Medic. All the above personnel are members of the 316th MED DET (HEL AMB), a tenant reserve unit of the Cleveland USARFFAC.

2. The reported incident happened as follows: Army Helicopter 68-15444 was returning from Columbus, Ohio to Cleveland, Ohio and at 2305 hours east, south east of Mansfield Airport in the vicinity of Mansfield, Ohio while flying at an altitude of 2500 feet and on a heading of 030 degrees, SSG Yanacsek observed a red light on the east horizon, 90 degrees to the flight path of the helicopter. Approximately 30 seconds later, SSG Yanacsek indicated the object was converging on the helicopter at the same altitude at a airspeed in excess of 600 knots and on a midair collision heading. Cpt Coyne observed the converging object, took over the controls of the aircraft and initiated a power descent from 2500 feet to 1700 feet to avoid impact with the object. A radio call was initiated to Mansfield Tower who acknowledged the helicopter and was asked by CPT Coyne if there were any high performance aircraft flying in the vicinity of Mansfield Airport however there was no response received from the tower. The crew expected impact from the object instead, the object was observed to hesitate momentarily over the helicopter and then slowly continued on a westerly course accelerating at a high rate of speed, clear west of Mansfield Airport then turn 45 degree heading to the Northwest. Cpt Coyne indicated the altimeter read a 1000 fpm climb and read 3500 feet with the collective in the full down position. The aircraft was returned to 2500 feet by CPT Coyne and flown back to Cleveland, Ohio. The Flight plan was closed and the FAA Flight Service Station notified of the incident. The FSS told CPT Coyne to report the incident to the FAA GADO office at Cleveland Hopkins Airport. MR. Porter, 83d USARCOM was notified of the incident at 1530 hours on 19 Oct 73.

3. This report has been read and attested to by the crewmembers of the aircraft with signatures acknowledging this report.

  
Robert Yanacsek

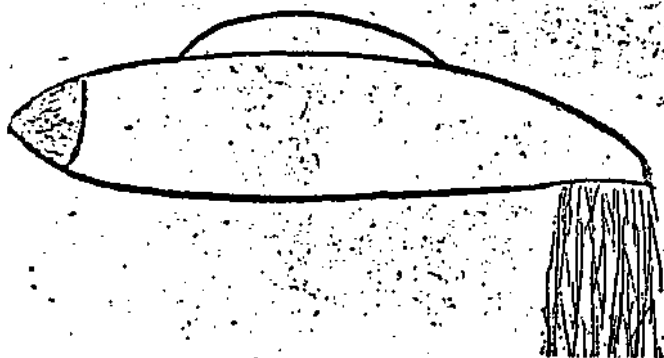
  
Lawrence J. Coyne

  
Arrigo D. Jozzi

  
John Healey

## THE FIRST WRITTEN PUBLICITY OF THE EVENT

THE PLAIN DEALER, SUNDAY, OCTOBER 21, 1973



Sketch of the unidentified flying object that almost collided with an Army helicopter, was drawn by Capt. Lawrence J. Coyne. He describes the shaded area in front of the craft as a "glowing red light." A light ray at the rear of the craft gave off a green glow.

## Copter narrowly misses collision with strange craft

By John P. Coyne

A crew of four aboard an Army helicopter en route to Cleveland narrowly missed a midair collision with an object described as "unlike anything produced on earth," it was revealed yesterday.

Military and federal aviation officials are puzzled over the incident.

The occurrence involving experienced aviators, comes in the midst of a growing number of reports in recent weeks of unidentified flying objects.

An Army captain and three reservists aboard a Huey helicopter said the unusual event happened Thursday night as they were returning from a flight to Columbus, where they had gone for physicals.

Capt. Lawrence J. Coyne, 36, who told the story to Federal Aviation Administration officials, is commander of the 316th Medivac unit based at Cleveland Hopkins International Airport.

He said his craft was flying at 2,500 feet about 10 miles east of Mansfield when the crew chief, Spec. 5 Robert J. Yanacsek, 23, reported a red light about five miles to the east. At first, the crew thought it was a radio beacon.

Seconds later, Yanacsek yelled, "The light is moving. It's coming at us. It's on a collision course."

Coyne, a veteran of 19 years of military flying, grabbed the controls from his copilot, Lt. Arrigo D. Jezzi, 26, of Sandusky.

"It looked like a fighter plane coming straight for us," Coyne said. "I took immediate evasive action. I cut the power and dropped into a shallow dive."

"We dropped through 2,000 feet, and it was headed right for us. We braced for impact."

Coyne said when the helicopter reached 1,500 feet, the approaching craft appeared to stop momentarily about 50 feet above the helicopter and banked to one side.

"We never saw anything like it before," Coyne said. "It was unreal. It was unlike anything produced on earth — a cigar-shaped craft with a glowing steady red light on its leading edge. A hull was at the very top of it and a green light emitted from the rear of the craft filled out the cabin with a green glow. It was eerie."

Coyne said the strange craft hovered over the helicopter only a few seconds. He glanced at the altimeter and noticed the helicopter had risen from 1,500 feet to 2,000 feet although none of the crew members felt the gravitational pull normally felt when a helicopter rises.

"We felt a bounce, and then the other craft took off to the northeast," Coyne said. Seconds later, the craft disappeared.

The helicopter crew, by now fearful, tried to radio Mansfield Airport, but got no response. The unusual communications blackout lasted about 10 minutes until they finally got through to Akron-Canton Airport.

The story told to Coyne was verified by the other members of the four-man crew. Each of the men described the incident as unlike any experience he has had.

Coyne, who previously had steadfastly believed that all UFO sightings could be explained, found no rational explanation for this sighting.

S. Sgt. John M. Healey, a detective in the Cleveland police intelligence unit in civilian life, also was unable to explain the craft.

Judging from its quick appearance and disappearance, the crew members determined the speed of the unidentified craft was more than 600 miles an hour.

Coyne, a second cousin of this reporter, explained that a conventional jet flying this fast would create a vortex of airwaves that would be felt in the helicopter. But no waves were felt.

He added that a jet would create a great deal of noise flying that close to the helicopter, but no noises were heard.

Coyne said officials of the FAA told him to warn other pilots under his command about such an encounter. He said he would instruct his pilots to avoid panicking if they meet with the strange craft again.

# NEWS JOURNAL

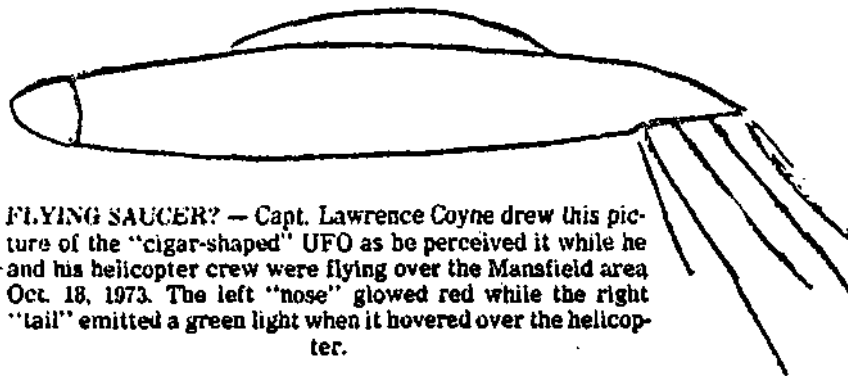
North Central Ohio's Foremost Newspaper

9) 522-3311

★

Mansfield, Ohio, Thursday, August 19, 1976

United Press International, Associated  
Washington Post, Los Angeles Times



**FLYING SAUCER?** — Capt. Lawrence Coyne drew this picture of the "cigar-shaped" UFO as he perceived it while he and his helicopter crew were flying over the Mansfield area Oct. 18, 1973. The left "nose" glowed red while the right "tail" emitted a green light when it hovered over the helicopter.

## UFO Investigations Reopened for Area

By **File Ann Gross**

Closing in rapidly, the red light appeared to be headed on a collision course with the helicopter as it flew over the Mansfield area.

The captain grabbed the controls, put the aircraft in a shallow dive and braced himself for impact. What had at first appeared to be the red light of a radio tower now appeared as a cigar-shaped object "unlike anything produced on earth."

"It was unreal . . . with a glowing steady red light on its leading edge. A hull was at the very top of it, and a green light emitted from the rear of the craft filled our cabin with a green glow," the captain later described.

The helicopter was taken from an altitude of 2,500 feet to 1,700 feet to avoid impact with the object. Meanwhile, a radio call was initiated to the Mansfield-Lahn Airport tower. The helicopter received acknowledgement but when the captain asked if there were any high-performance aircraft flying in the vicinity of the Mansfield airport, there was no response from the tower.

The object hesitated momentarily over the helicopter and then slowly continued on a westerly course. It accelerated at a high rate of speed, west of the Mansfield airport, then turned and headed to the northwest, according to the official report by the captain and crew.

When the captain looked back at his altimeter, it indicated a 1,000-foot climb and read 3,500 feet even though the controls were in the full down position.

★ ★ ★

This incident took place over the Mansfield area at about 11:05 p.m., Oct. 18, 1973. Capt. Lawrence J. Coyne, then a veteran of 19 years in military flying, was pilot-in-command. His crew consisted of 1st Lt. Arrigo Jezi, co-pilot; Robert Yanacsek, crew chief, and John Healey, flight medic. They were flying a National Guard helicopter from Columbus, headed for Cleveland-Hopkins Airport.

But the incident has not merely been recorded and forgotten. Warren B. Nicholson, director of the Civil Commission on Aerial Phenomena (CCAP), based in Worthington, is looking for ground witnesses to the helicopter incident that evening. He is also interested in reports of other UFO (unidentified flying object) sightings in Ohio, but still particularly in incidents which relate to the fall of 1973 when there was a rash of UFO sightings across the U.S.

## APPENDIX C

### Reported Pentagon Interest in Unusual Dreams of UFO Percipients

Coyne told me that approximately three weeks after the event he received a call from a man who identified himself as being from the "Department of the Army, Surgeon General's Office." Coyne says he does not remember the caller's name, rank, or where to contact him. The caller said he was in the field of metaphysics, and specifically asked if Coyne or any of the other crew members had had any unusual dreams since the UFO experience. Coyne, indeed, reported that he had had two unusual dreams; the first one, which he believed occurred two or three days after the event, he described as follows:

I was sleeping peacefully, and I got up and walked into the hallway and stopped, and I turned around and I saw myself lying in bed; I was laying on my side, sleeping. It was like looking into a mirror, you know? I dreamed that I was conscious but that my body was sleeping. I got up--I dreamed I was getting up--and I started walking, and I turned around--and I was scared-- I saw something laying in bed, and it was me [laughs uneasily] and I got so scared that I lay back down again and I said, "I better do this over again." You know, am I seeing something? Am I hallucinating? And I laid back down and then I woke up. When I lay back down it was like sinking into something.

The other dream, which was very vivid--and I talked to my wife for a week about this--was, a voice said, "The answer is in the circle." A very clear voice. I don't know whose voice it was. It was a very strong voice, a voice you have respect for, very sure. It said, "The answer is in the circle." And I was holding a clear sphere in my hand, a round sphere. A bluish-

white sphere. This dream happened about two days later [after the first dream] and suddenly I started getting a little ridiculous and I told my wife about it and she said, "You're becoming a little absurd, you know."

Healey's discussion of the same subject is taken from a tape he made with his cousin Laura Gallagher, who was a student of Dr. Hynek's at Northwestern University. Healey said:

The Pentagon notified us we could talk about it, as long as we didn't lie about it. We could tell anybody that asked us what had happened. There was no classifying it. But as time would go by, the Pentagon would call us up and ask us, well, has this incident happened to you since the occurrence? And in two of the instances that I recall that they questioned me, was, number one, have I ever dreamed of body separation, and I have--I dreamed that I was dead in bed and that my spirit or whatever was floating, looking down at me lying dead in bed, and the only thing that upset me was I was wondering what would happen to my two boys, but other than that I had no qualms about it--and the other thing [that the Pentagon asked] was if I had ever dreamed of anything in spherical shape. Which definitely had not occurred to me. But every now and again the Pentagon--they haven't done it now for the past year, I guess, but every two months or so they'd call Larry, and they'd have a series of questions: had these certain incidents happened to you or had you dreamed of them since your incident with the UFO? And please contact the other people on the crew. And then Larry would call us up and ask about these things and then he would mail it back to the Pentagon. The Pentagon, from the way I gather it, believes us. . . .

Neither Jezzi or Yanacsek reported unusual dreams.



## APPENDIX D

On November 27, 1978, Lt. Col. L.J. Coyne made this statement to the Special Political Committee of the United Nations as an accompaniment to a resolution introduced by Sir Eric Gairy, Prime Minister of Grenada, urging that the Secretary General of the United Nations appoint a three-member commission to coordinate the study of unidentified flying objects.

Mr. Chairman:

I have been asked here to present to this Committee an incident that occurred on October 18, 1973 involving a U.S. Army utility helicopter with a crew of four men in which I was Pilot in Command, and an Unidentified Flying Object. What separates this incident from many other UFO encounters is this particular incident almost resulted in a mid-air collision between a helicopter and a UFO.

Our helicopter departed Columbus, Ohio, USA on Thursday at 22.30 hours on 18 October 1973 for Cleveland, Ohio. The weather this particular night was clear with visibility 15 miles or better, no clouds, and winds less than 10 knots. The crew of the helicopter consisted of four men: one crew chief, one flight medic, a co-pilot, and myself as pilot in command. With a flight plan filed with Flight Service, we departed Columbus, Ohio without incident which seemed to be a routine flight, one that I have made many times before. We climbed and leveled off at an altitude of 2500 feet msl on a heading of 030 degrees, maintaining an airspeed of 90 knots. Once we cleared the terminal control area of Columbus, Ohio, I turned the controls over to 1st Lt. Jezzi, co-pilot of the aircraft, and relaxed to enjoy the flight to Cleveland, Ohio. After 30 minutes into the flight, our helicopter approached the vicinity of Mansfield, Ohio, which would pass to the west of the helicopter.

I then tuned and identified the non-direction beacon located to the southeast of this city for position identification. It was at this time that Sgt. Healey, the flight medic, noticed an aircraft with a bright red light moving south, positioned west of our helicopter. The sergeant commented on the craft, its direction and position over the intercom system. There was no threat or unusual circumstances noted at this time. Minutes later, the crew chief, Staff Sgt. Yanacsek, noted a bright red light on the horizon east of the helicopter and reported the position over the intercom. I advised him to further observe the red light's movements. Several minutes later Sgt. Yanacsek reported the red light on the east horizon was parallel in direction and speed with our helicopter. I again advised further observation to Sgt. Yanacsek on the red light. Several minutes after that, Sgt. Yanacsek reported that the red-lighted aircraft had now changed its heading and now was approaching our helicopter on a perpendicular course at a very high rate of speed (in excess of 600 knots). At that moment I looked to my right on the east horizon and observed a steady bright red light converging at a high rate of speed perpendicular towards the helicopter. I immediately contacted Mansfield Approach Control on the VHF radio, giving our aircraft identification and asked if any high performance aircraft were in the area. Mansfield Approach Control acknowledged our aircraft call sign and asked the question "Go ahead," requiring me to repeat the question on high performance aircraft location. At that point no further acknowledgement was received. The aircraft radios still keyed when depressed and channel tones were heard when frequency changes were made. I notified the co-pilot that I was assuming command of the aircraft controls and asked him to try to reach Mansfield Approach on the other radios. With the aircraft under my control, I observed the red-lighted object closing upon the helicopter at the same altitude at a high rate of speed. It became

apparent a mid-air collision was about to happen unless evasive action was taken.

I initiated a descent from 2500 feet with a 500 foot per minute descent, however noticing that the red-lighted object also descended with the helicopter while maintaining its collision course. I then increased the helicopter descent to 1000 feet per minute to avoid collision; however, the red-lighted object also descended on a collision course. I then increased the descent to 2000 feet per minute and increased airspeed from 90 to 100 knots, and since visibility was clear that night, I selected a field site for an emergency landing, if needed. The evasive action proved futile because the object was just upon the helicopter on its collision course. I then cursed to myself and told the crew on intercom to brace for impact. The anticipated moment of impact never happened. I closed my eyes momentarily, but this was interrupted by the flight medic stating over the intercom, "Look at that!" With that statement, I looked out ahead of the helicopter and observed an aircraft I have never seen before.

This craft positioned itself directly in front of the moving helicopter. This craft was 50 to 60 feet long with a grey metallic structure. On the front of this craft was a large steady bright red light. I could delineate where the red stopped on the structure of this craft because red was reflecting off the grey structure. The design of this craft was symmetrical in shape with a prominent aft indentation on the undercarriage.

From this portion of the undercarriage, a green light, pyramid-shaped, emerged with the light initially in the trail position. This green light then swung 90 degrees, coming directly into the front windshield and lighting up the entire cockpit of the aircraft. All colors inside the

cabin of the helicopter were absorbed by this green light. That includes the instrument panel lights on the aircraft.

I should like to inject one point at this time and that is at the time that I increased the helicopter descent to 2000 fpm, while selecting a field site for an emergency landing, I noticed the altimeter reading was passing through 1700 feet and the ground was coming up fast. Trying to recall time in terms of minutes or seconds at the point of interception with this object was ridiculous at this portion of the incident.

With the green light inside the cabin of the aircraft still coming directly from the object positioned in front of my moving helicopter, I noticed the magnetic compass on the aircraft instrument panel was slowly but steadily spinning. It no longer held a constant heading but instead continued to slowly spin.

Lt. Jezzi, the co-pilot, related to me that the radios were no longer functioning; I however told him keying tones and channel tones were still audible and to go to emergency frequency. He followed my orders; however, there still was no communication established. I then looked at the altimeter on the instrument panel and was surprised to see the helicopter's altitude now was 3000 feet and climbing 1000 feet per minute as indicated on the vertical velocity indicator. I had not during any time to my recollection increased power from a 2000 foot per minute descent to a 1000 foot per minute climb. I looked outside to the ground and could see that the helicopter was in fact climbing and rechecked myself to see if I had moved any controls.

Mr. Chairman and members of this committee, there was no change in the controls or power setting. They were still set for a 2000 foot per minute descent, even though the helicopter was climbing a 1000 feet per minute with the object still positioned in front of the aircraft and the

green light still on the helicopter. I did not apply any power changes to the helicopter until the altimeter read 3500 feet.

At 3800 feet a bump was felt. At no other time during this incident was any noise other than from the helicopter heard nor any turbulence felt by all members of this crew. The UFO then moved away to the west slowly from the helicopter, the green light from the UFO retracted with the helicopter settling to a descent. The object momentarily was over the helicopter and could be observed through the top plexiglas which is green in color.

It was at this point that a bright white light from the object was noticed. Lt. Jezzi, the co-pilot, commented that the light was brighter than that of a landing light on a commercial airliner. As the object's distance increased away from the helicopter, the light from the object became even brighter and the object was now visible through the co-pilot's left door plexiglas. As the light grew brighter, a noticeable increase in speed was observed. The object flew westbound between the city of Mansfield and Mansfield Airport, then turning northwest, increasing at even a higher rate of speed, and disappearing. At this point, the radios became alive with chatter and communication was established over the city of Ashland, Ohio, with a position fix from Akron Approach Control.

Another point to inject here is to finalize the description of this object. No noticeable wings or landing gears were observed. No vertical or horizontal stabilizers were observed. This object demonstrated its ability to change or maintain altitude headings and speed control.

As a result of my experience, I am convinced this object was real and that these types of incidents should require a thorough investigation. It is my own personal opinion that worldwide procedures need to be established to effec-

tively study this phenomena through an international cooperative effort. The establishment of a Transponder Code for aircraft flying worldwide is needed, to identify to ground controllers that a pilot is indeed experiencing a UFO phenomena and that pilot anxiety can be reduced to provide safe effective flying, knowing he is under radar control.

I wish to thank you Mr. Chairman, and the delegation from the country of Grenada, for allowing me to present my report to this Committee.

## PREVIOUS PUBLICATIONS OF THE CENTER FOR UFO STUDIES

- PROCEEDINGS OF THE 1976 CUFOs CONFERENCE (Nancy Dornbos, Ed.),  
Complete text of 35 papers that range from general discussions of the phenomenon through analyses of spatial-temporal distribution of sightings to case reports and summaries of special cases involving animal reactions, physical traces and humanoids. \$15.
- A CATALOGUE OF 200 TYPE-I UFO EVENTS IN SPAIN AND PORTUGAL, by Vicente-Juan Ballester Olmos. Brief summaries of UFO landing or near-landing reports from 1914 to 1979, two-thirds of them based on first-hand investigations. \$4.50
- CLOSE ENCOUNTER AT KELLY, AND OTHERS OF 1955, by Isabel Davis and Ted Bloecher. The story of a frightening experience with small creatures endured over several night-time hours by a Kentucky farm family and its subsequent investigations, as well as reports of similar encounters over the country that occurred during the same summer. \$10.
- A SURVEY OF UFOLOGISTS AND THEIR USE OF THE LIBRARY, by George M. Eberhart. What are the educational and professional backgrounds of UFO researchers and other people interested in UFOs? A UFO Investigator who is now a librarian sent 484 questionnaires to UFO investigators and other donors to the Center, and herein describes their backgrounds and their sometimes frustrating experiences in attempting to use libraries for background research on UFOs. \$3.
- THE LUMBERTON REPORT--UFO Activity in Southern North Carolina, April 3-9, 1975, by Jennie Zeidman. Details of 57 UFO events with remarkably consistent features reported by over 48 policemen and many other private citizens. Physical traces were reported in one of the incidents. \$6.
- 1973--YEAR OF THE HUMANOIDS: An Analysis of the Fall, 1973 UFO-Humanoid Wave, (2nd Edition) by David Webb. This report describes 70 humanoid sightings, six of them involving temporary abductions, and compares them to reports of incidents that occurred during earlier UFO waves. \$7.
- PHYSICAL TRACES OF UFO SIGHTINGS, (A computer print-out).  
An index of all known UFO sightings for which physical traces were reported. A UFOCAT Codebook is essential for interpreting it properly. \$10.
- The UFOCAT Codebook, by David Saunders  
Guide to the interpretation of print-out lists of UFO sightings and other related material in UFOCAT, the computer catalog of over 100,000 entries of about 80,000 UFO sightings and related events. The Codebook describes the method of coding on a 120 column format, types and sub-types of sightings, dates, times and locations, number of witnesses and name of primary witness (unless confidential), plus other pertinent geographic and social data. \$5.
- CATALOG of Information Services of the Center for UFO Studies.  
This lists outstanding trade books on the subject of UFOs available through the Center, as well as reproductions of government documents, magazine reprints and the Center's own publications. \$1.

(Please add \$1.00 for postage and handling, except for Catalog)

A HELICOPTER-UFO ENCOUNTER OVER OHIO



OCT 73

- 3. Occupation of observer .. *Fire Captain..... (U.S.N.).....*
- 4. Date and time of start of observation *Thurs 25<sup>th</sup> Oct 73... 1920 hrs.*  
 How certain is the date? .. *Absolutely... (per Fire Dept Log)*  
 How accurate is the time of start? .. *As above... "*
- 5. Duration of observation .. *Approx. 4 minutes.....*  
 How accurate is your estimate? .. *Time to travel <sup>to</sup> & enter "O" club*
- 6. Observer's location at time of sighting .. *Originally in vehicle*  
*... then... whilst standing outside Officers club.*  
 How familiar is observer with this locality? ..  
*..... Six & half (6 1/2) years residence.....*
- 7. Weather conditions at time of observation .. *cloudless.....*  
*... & clear.....*
- 8. Describe any aids/equipment used in the observation ..  
*..... Nil.....*
- 9. Where was object first observed:  
 a. Relative to your surroundings .. *Due West.....*  
*... Area "B" ... U.S. Navy constant ... Ho. E. Holt.....*  
 b. Angle of elevation .. *Approx. 12° (guess).....*  
 c. Compass angle bearing .. *270° from Officers club!*  
 d. How accurate are these estimates? .. *compass check since*
- 10. What first attracted observer's attention? .. *Unusual.....*  
*black formation in a clear sky.....*

If there was more than one light/object:

- a. how many were there? ..... One -
- b. in what formation were they? .....

12. What was the colour of the light or object? ... Black.....

13. What was the brightness? (compare with full moon or common light at a stated distance, eg, ordinary street light at 100 yds).....

14. What was the apparent size at nearest approach:

- a. relative to Venus or Moon .. Relative to full moon.
- b. relative dimensions in inches at arm's length (about 20 inches from the eyes) .. 2 inches plus halo.....

15. What were the bearing and elevation angles at nearest approach and how were these values assessed? .. Object stationary..

compass bearing .. 270° .. 12° angle .. (approx)

16. Was any method of propulsion obvious? Halo pulsating or revolving.

17. Describe any sound heard, including change in pitch and intensity ..... NONE ... WHAT SO EVER.....

18. What was the maximum and minimum angle of elevation (or height, if an estimate can be justified)? .. Approx ... 1000 ft .. high

19. What was the maximum and minimum angular velocity (or speed, if an estimate can be justified)? If necessary, compare with the movement of familiar objects at stated distances.

Similar to insect crossing vision at 5 to 10 ft in scrub

20. Give duration of any stationary phases .. Approx 4 mins

21. Describe any deviations or manoeuvres .. Stationary except for disappearance

Describe any trail of exhaust, vapour of light seen .. NONE ..

23. Where was object last observed:

a. relative to your surroundings .. N.W. Area "B".....

b. angle of elevation .. Diminishing .. 12°.....

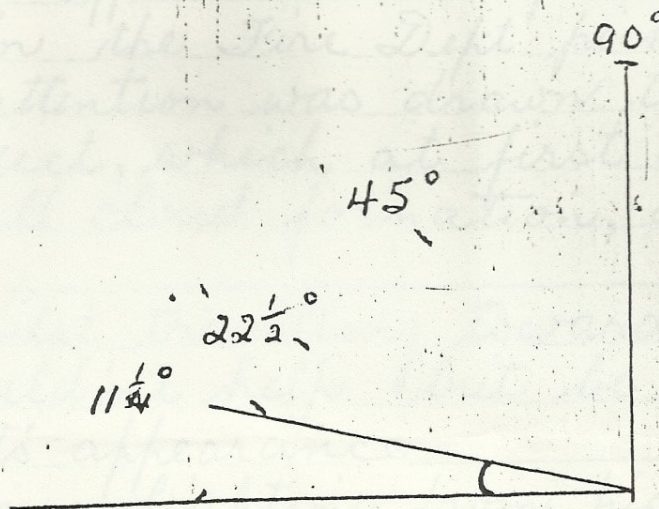
c. compass angle bearing ..... 320°.....

24. What was the manner of its disappearance? Extreme speed.

25. Do you know of any associated physical evidence (such as fragments, photographs, scorching, ground indentations, residual magnetism or radioactivity etc) ..... No.....

State any training which enables observer to be reasonably certain of his/her ability to estimate angles and angular velocity *Anti-Aircraft (T.O.C. I). Aircraft identification (AIF)*

- 27. How many witnesses to the sighting? *None to my knowledge.*
- 28. Do you know of witnesses to similar sightings in the area? *Lt. Commander Meyer (U.S.N.) has since indicated as above.*
- 29. What natural phenomenon (or phenomena) would be nearest to explaining your observation? *Unknown*
- 30. What are your main reasons for excluding this explanation? *The unreality of such an observation*
- 31. Please sketch the light/object with all details. If appropriate, sketch position and/or movement of object in relation to your surroundings. Use back of form if needed.



*Angle assessed as such.  
Distance approx 2 miles (guess).*

Dear Sir,

I hereby wish to report a most unusual sighting, whilst on duty, on Thursday 25<sup>th</sup> Oct 1973 at approx 1920 hrs.

At 1920 hrs, I was called by the P.O.W. to close the Officers club. I proceeded towards the club in the Fire Dept pick-up 488, when my attention was drawn to a large black object, which at first I took to be a small cloud formation, due west of Area "B".

Whilst travelling towards the Officers club I couldn't help but be attracted by this object's appearance.

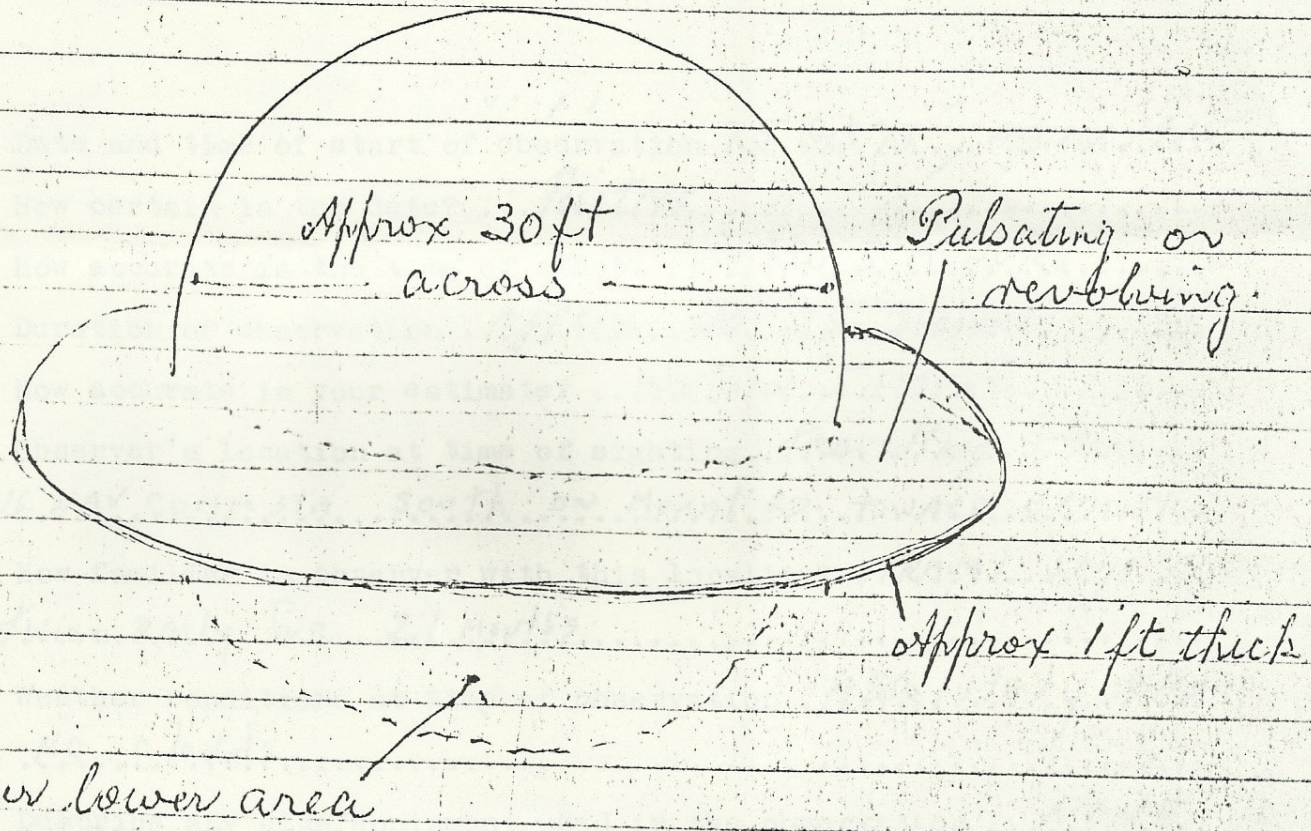
On alighting from pick-up 488, I stood for several minutes & watched this black sphere hovering. The sky was clear & pale green-blue. No clouds were about whatsoever.

The object was completely stationary except for a halo around the centre which appeared to be either revolving or pulsating.

After watching it for approx. 4 mins, it suddenly took off at tremendous speed & disappeared in a Northerly direction, in a few seconds.

I consider this object to have been approx. 30 ft in diameter, hovering at 1000 ft over the hills due West of the base. It was black, maybe due to looking in the direction of the setting sun. No lights appeared on it at any time.

Object sighted / 1920 hrs 25<sup>TH</sup> Oct '73.



4. Date and time of start of observation <sup>11</sup> 25 Oct 73. Approx 1915  
 How certain is the date? ... Positive .....  
 How accurate is the time of start? ... Within 5 minutes .....
5. Duration of observation ... Approx 20-25 seconds .....  
 How accurate is your estimate? ... Within 5 seconds .....
6. Observer's location at time of sighting Travelling from ...  
 US NAV COMM STA ... South ... on Murat Rd ... toward Exmouth ...  
 How familiar is observer with this locality? Travel same rd  
 twice daily for 21 months .....
7. Weather conditions at time of observation Absolutely clear,  
 no clouds .....
8. Describe any aids/equipment used in the observation ... NONE .....
9. Where was object first observed:  
 a. Relative to your surroundings Directly to my right  
 (west) .....
- b. Angle of elevation ... Approx 20° .....
- c. Compass angle bearing ... Approx 090° Relative .....
- d. How accurate are these estimates? Within 5° .....
10. What first attracted observer's attention? ... A large  
 black object in the clear sky .....

If there was more than one light/object:

- a. how many were there? ... ONE .....
- b. in what formation were they? ... None .....
- 2. What was the colour of the light or object? ... BLACK .....
- 13. What was the brightness? (compare with full moon or common light at a stated distance, eg, ordinary street light at 100 yds) ... VERY... BLACK .....
- 14. What was the apparent size at nearest approach:
  - a. relative to Venus or Moon ... APPROX... SAME AS MOON <sup>wh-ry high</sup> .....
  - b. relative dimensions in inches at arm's length (about 20 inches from the eyes) ... 1-2 inches .....
- 15. What were the bearing and elevation angles at nearest approach and how were these values assessed? ... 20° ... rel. of 90° ... relative  
... APPROXIMATE... GUESS .....
- 16. Was any method of propulsion obvious? ... NO .....
- 17. Describe any sound heard, including change in pitch and intensity ... NO SOUND .....
- 18. What was the maximum and minimum angle of elevation (or height, if an estimate can be justified)? ... est... 2000 ft. alt. ...
- 19. What was the maximum and minimum angular velocity ( or speed, if an estimate can be justified)? If necessary, compare with the movement of familiar objects at stated distances.  
... HOVERING AT FIRST, THEN ACCELERATING BEYOND BELIEF
- 20. Give duration of any stationary phases ... 20-25 seconds ...
- 21. Describe any deviations or manoeuvres ... NONE EXCEPT LEAVING
- 22. Describe any trail of exhaust, vapour of light seen  
... NONE .....
- 23. Where was object last observed:
  - a. relative to your surroundings ... DISAPPEARED TO THE NORTH.
  - b. angle of elevation ... 45° - 50° .....
  - c. compass angle bearing ... APPROX... 165° - 170° ... RELATIVE
- 24. What was the manner of its disappearance? ... ACCELERATED AT UNBELIEVABLE SPEED AND JUST DISAPPEARED.
- 25. Do you know of any associated physical evidence (such as fragments, photographs, scorching, ground indentations, residual magnetism or radioactivity etc) ... NO .....



state any training which enables observer to be reasonably certain of his/her ability to estimate angles and angular velocity. *Associated with MVA Aviation for 11 yrs.*

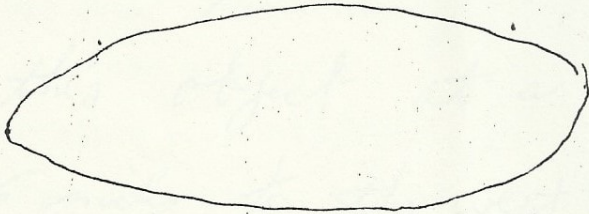
*AS HEAVY GUNNER + RADAR OPERATOR.*  
How many witnesses to the sighting? ..... *NONE* .....

Do you know of witnesses to similar sightings in the area?  
*ONLY ONE - FIRE CAPTAIN Bill LYNN (After the fact)*

What natural phenomenon (or phenomena) would be nearest to explaining your observation? *NOT A THING!* .....

What are your main reasons for excluding this explanation?  
*N.D. not exclude - have never experienced anything like it.*

Please sketch the light/object with all details. If appropriate, sketch position and/or movement of object in relation to your surroundings. Use back of form if needed.



*Details, if any, were blurred AS I did not have my glasses on. (vision 20/40 - 20/100) but I SAW something beyond all doubt in my mind.*

26 Oct. 1973

31

Whom it may concern,

I wish to report the sighting of a large, black, airborne object at approximately quarter past seven (P.M.) Thursday, 25 Oct. 1973.

I was traveling south on Mount rd. when I observed this object at a distance of approximately 5 miles to the west at an altitude estimated at 2000 ft. After about 20-25 seconds the craft accelerated at unbelievable speed & disappeared to the north.

The sky was absolutely clear at the time.

CA  
JS 0930-1974-0001

CLOSE LOW-LEVEL CE-1; 2 // Witnesses and Animal Reactions  
By

Paul Cerny, Western Regional Director

- SUMMARY -

An unusual CE-1 UFO encounter on a California dairy ranch involving two ranch employees and dairy cattle. Definite animal reactions were noted from a large, domed craft that hovered close to the ground in the pre-dawn hours, showing a bright red light.

At 4:00 a.m. on September 30, 1974, a somewhat unusual close encounter took place on the Kent Plott dairy ranch about four miles south of Orland, California. Orland is a small farming community 32 miles south of Red Bluff on Interstate Highway 5. The ranch is a little over a mile off the highway to the east. The Sacramento River ambles along north to south about three miles farther east of Orland in relatively flat farming land.

It was a starry clear night with a last quarter moon still in the sky. Hubert Brown, a 22-year old dairy milker was in the outer field fairly close to the gate, attempting to bring in the last string of the remaining few <sup>COWS</sup> ~~cattle~~ to be milked. The dairy barn itself, which is an open-shed structure with just a barn-type roof, was already about three quarters full of <sup>COWS</sup> ~~cattle~~ waiting to be milked. There was space at the input end of the retaining shed for the animals coming in with Hubert. The whole structure was about 130 feet long by about 50 feet wide. The solid cement block building attached at the other end of the open shed, housed the milking stalls and equipment with a small side door facing the ranch house for easy entry.

As Brown was preparing to open the outer field gate, his eyes caught a bright red glowing object descending rapidly toward him at

approximately a 35 degree angle, out of the northeast. The cattle around him began to bolt and scatter to the far ends of the field in every direction.

The UFO came down almost to the ground not too far from Brown. He took off like a rocket, clearing the five foot gate in one big leap, running as fast as he could for the side door of the milking shed. Screaming for his co-worker as he ran, Brown bolted through the open doorway, slipped on the wet concrete floor, sprawling onto the surface. Scrambling to his feet again he grabbed at his superior, 37-year old Tyron Philips who had been busy milking. Pointing frantically and wide-eyed at the unknown intruder out the far end of the open barn, he was gasping but unable to utter any intelligent words. As they both watched in startled amazement, about 50 <sup>COVS</sup> ~~cattle~~ that had just been milked were wildly stampeding in a large holding pen outside the end of the barn closest to the UFO. Dust was flying everywhere. About 120 <sup>COVS</sup> ~~cattle~~ already in the barn, waiting to be milked, were now packed tightly together pushing each other up against the inside divider barrier. Every cow's head was intently riveted in the direction of the UFO, ears pointed upward and seemingly frozen as if paralyzed.

The UFO, estimated at 60-70 feet in diameter, hovered and wobbled a few feet off the ground about 200 yards away from Brown and Philips. It was emitting a moderate humming sound. The bright red light on top was illuminating the whole craft and a considerable area of ground around it. It was a typical domed disc craft and was sharply outlined to the two human witnesses. (the two-hundred cattle declined to comment!) It appeared to have windows, but this was difficult

"humor"

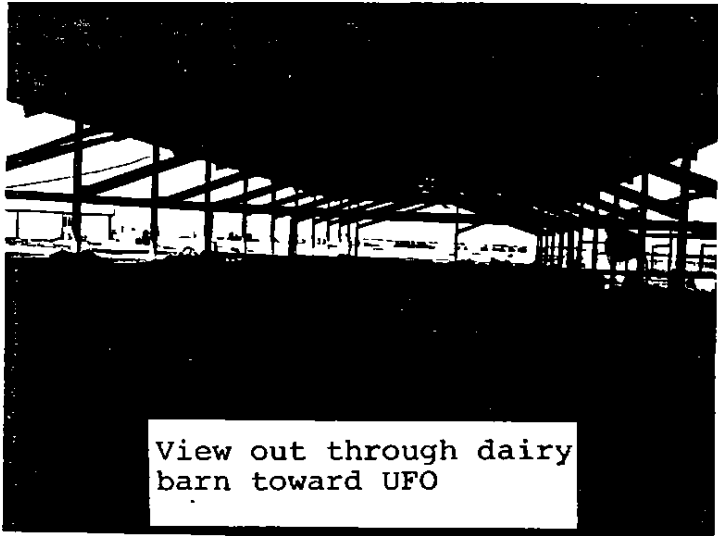
to perceive due to the bright red glow. Estimated length of time was 30-40 seconds before the object suddenly took off at about a 45 degree angle into the sky and disappeared to the west.

It was almost nine months before we received word of the encounter. Brown admitted, "It scared the hell out of me." When I asked Philips about Brown's frantic reaction, he said, "I thought he had gone bananas!" Philips said the <sup>COWS</sup>~~cattle~~ were packed so close together, backed up in the barn, that he couldn't get his hand between any of them and they stayed that way for a time. This is an exceptional example of close observation of animal reaction to a UFO.

Kent Plott, the ranch owner, who is a private pilot, was asleep in the ranch house nearby, as was the rest of the family, so <sup>they</sup> were totally unaware of the event at that time of the morning. He was highly interested however, as there were numerous sightings going on in the general area, and <sup>he</sup> talked at length with Philips and Brown.

Since it was nine months before we got to the site, and with rain and weather acting on the spot, we did not bother taking <sup>G</sup>Geiger counter readings, especially since the UFO apparently had not touched down. I did ask Plott if he noticed any burned or discolored grass in the field, but he said there was none. He did comment that the next day the milk yield was considerably less than average from these Holstein cattle. The animals still showed signs of a somewhat nervous attitude for the next day or two.

Following weekend visits to the site for any follow-up and pictures, I ~~were~~ <sup>was</sup> accompanied by Tom Gates, MUFON Astronomy Consultant and Jim Corning, State Section Director at Red Bluff, California.



View out through dairy  
barn toward UFO

Owner Kent Plott and MUFON State-  
Director James Corning



View of open cattle  
- shed from the N.W.

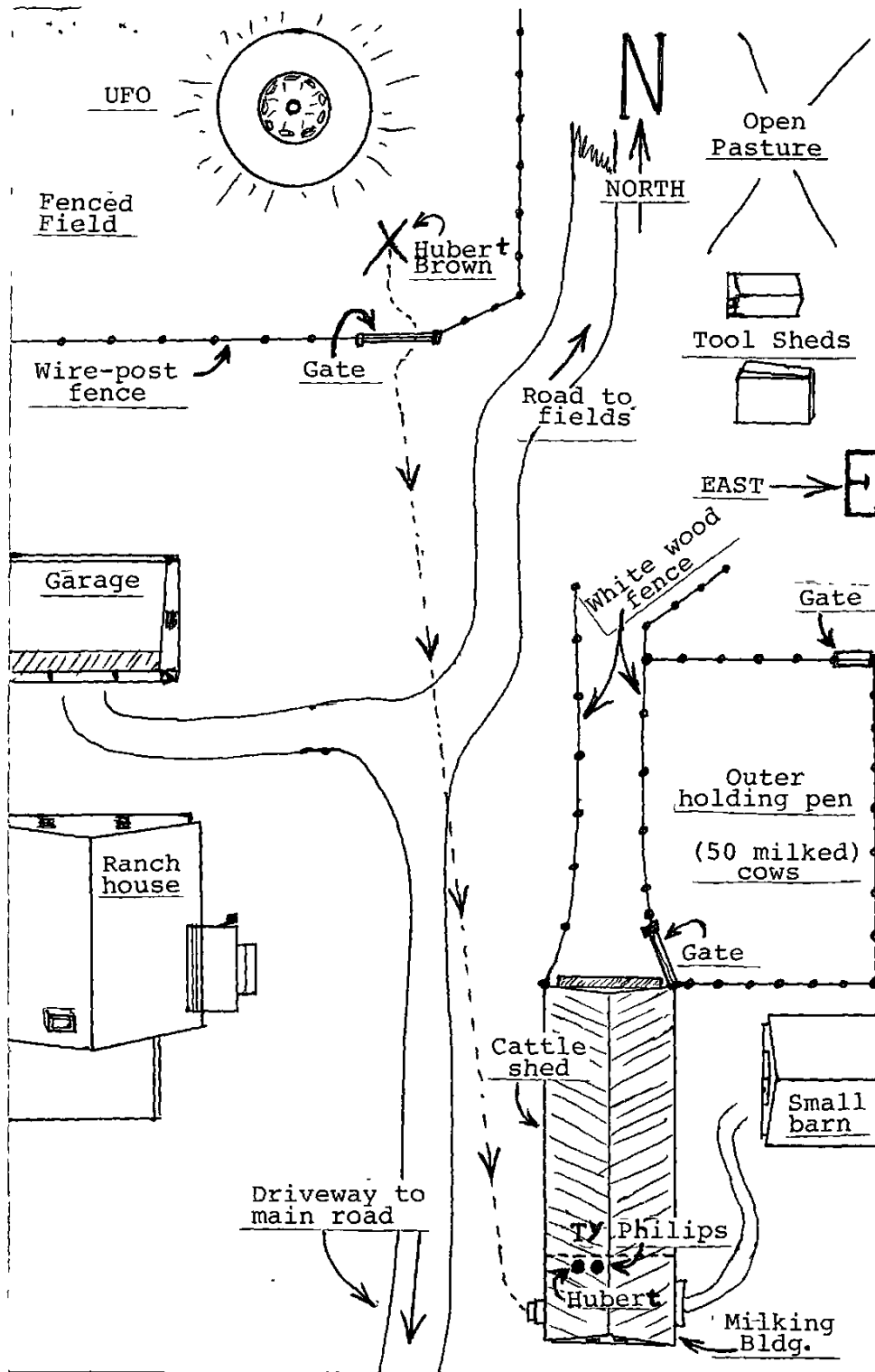


PHONE 512/379-9216

**MUTUAL UFO NETWORK, INC.**  
*The Scientific Investigation  
of Unidentified Flying Objects*

WALTER H. ANDRUS, JR.  
International Director

103 Oldtowne Road  
Seguin Texas 78155 U.S.A.



HOME PHONE  
916 865-3817

OFFICE PHONE  
209 722-7583



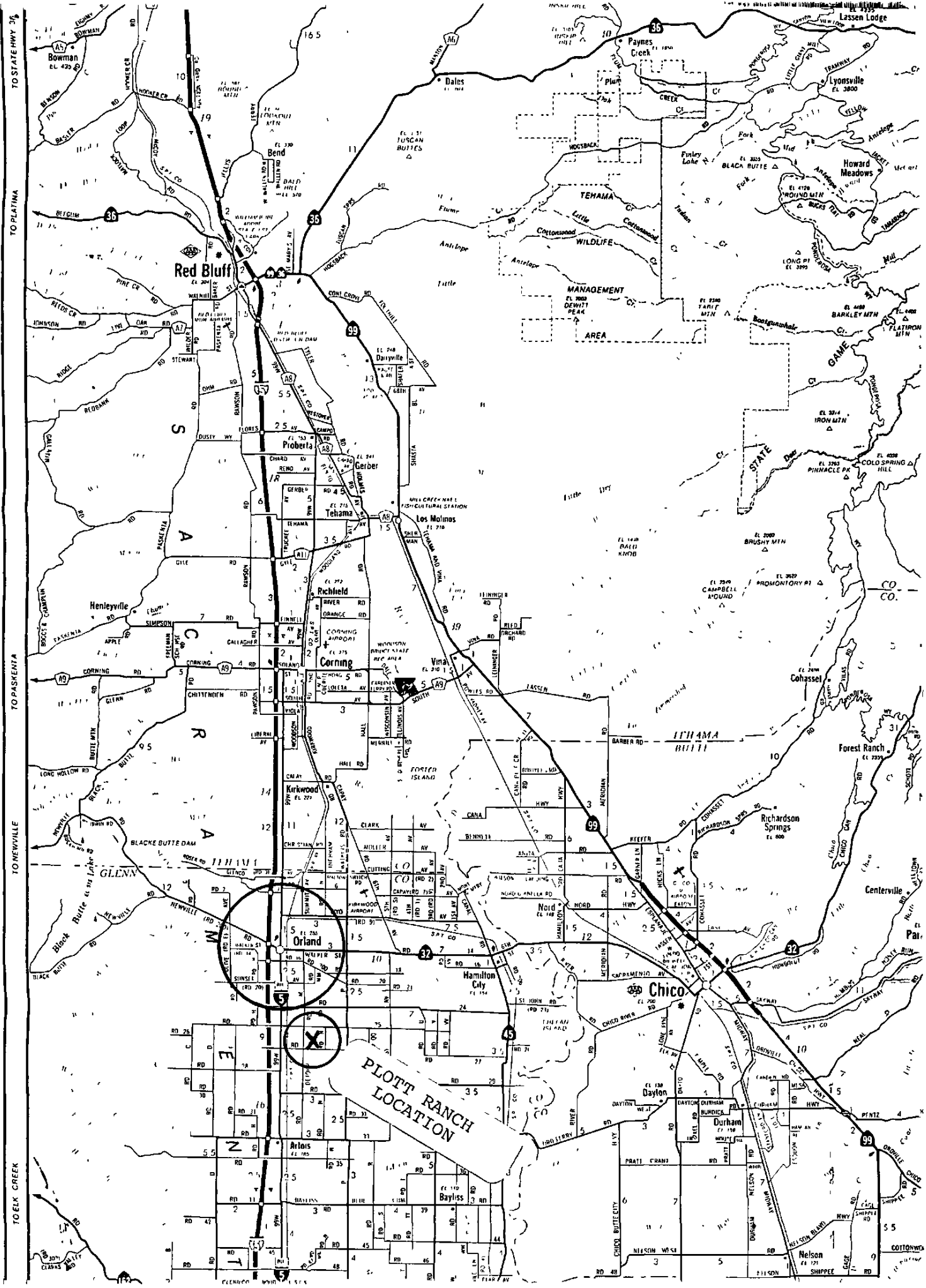
**KENT PLOTT**  
DIRECTOR UNIT No. 6

*Rt 2 PO Box 249 #*

HOME ADDRESS  
P.O. Box 158  
ORLAND, CALIF. 95963

OFFICE  
660 W. 17TH ST.-RM. 25  
MERCED, CALIF. 95340

FOR ADJOINING AREA SEE NORTH BAY COUNTIES MAP



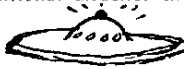
PLOTT RANCH  
LOCATION



SIGHTING REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by MUFON.

After all the information has been fully studied, the conclusion of our Evaluation Panel may be published by MUFON in its regularly issued monthly magazine or in another publication. Try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name Tyrone Philips Place of Employment Kent Platt Dairy Ranch  
Address Rt 2 (P.O. Box 24911) Occupation Herdsman.  
and Zip Orland, Ca. 95963 Date of birth 10-10-37  
Education High School & 2 yrs U.C. Davis (Cal.)  
Special Training Animal Husbandry  
Military Service none  
Telephone 865-3423
2. Date of Observation SEPT 30/74 Time 4:00 (AM) PM \_\_\_\_\_ Time Zone \_\_\_\_\_
3. Location of Observation \_\_\_\_\_
4. How long did you see the object? Hours \_\_\_\_\_ Minutes \_\_\_\_\_ Seconds 30-40
5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc. clear
6. Position of the Sun or Moon in relation to the object and to you. To left (west)
7. If seen at night, twilight, or dawn, were the stars or moon visible? YES
8. Were there more than one object? NO If so, please tell how many, and draw a good sketch of what you saw, indicating direction of movement, if any. Use additional attached sheet for larger drawing or sketch. Attach any possible photographs.  

9. Please describe the object(s) in detail. For instance, did it (they) appear solid or only as a source of light; was it revolving, etc.? Please use additional sheets of paper, if necessary; detail is very important. Any protrusions, dome, windows etc.?  
?
10. Was (Were) the object(s) brighter than the background of the sky? YES
11. If so, compare the brightness with the Sun, Moon, headlights, etc. BRIGHTER (RED)
12. Did the object(s) (answer yes or no). (Please elaborate, if you can give details.)  
a. Appear to stand still at any time? Hovered  
b. Suddenly speed up and rush away at any time? yes  
c. Break up into parts or explode? no  
d. Give off smoke? no  
e. Leave any visible trail? no  
f. Drop anything? no  
g. Change brightness? no  
h. Change shape? no  
i. Change color? no  
j. Rotate or pulsate? no
13. Did object(s) at any time pass in front of, or behind, anything? If so, please elaborate giving distance, size, etc., if possible.  
no
14. Was there any wind? no If so, please give direction and speed. animal reactions.  
Any odors? no Electrical effects? no (Explain)
15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc.? What? no
16. Did the object(s) have any sound? yes What kind? humming How loud? medium.
17. Please tell if the object(s) was (were) - (check or circle answer).  
a. Fuzzy or blurred. \_\_\_\_\_ b. Like a bright star. \_\_\_\_\_ c. Sharply outlined.
18. Was the object a. Self-luminous? b. Dull finish? \_\_\_\_\_ c. Reflecting? \_\_\_\_\_ d. Transparent? \_\_\_\_\_
19. Did the object(s) rise or fall while in motion? Any other kind of maneuvers? wobbling
20. Tell the apparent size of the object(s) when compared with the following held at arm's length (check or circle answer):  
a. Pinhead \_\_\_\_\_ c. Dime \_\_\_\_\_ e. Half dollar \_\_\_\_\_ g. Orange \_\_\_\_\_ i. Larger  
b. Pea \_\_\_\_\_ d. Nickel \_\_\_\_\_ f. Silver dollar \_\_\_\_\_ h. Grapefruit \_\_\_\_\_  
Or, if easier, give apparent size in inches on a ruler held at arm's length.
21. Where were you and what were you doing at the time? milking in cow shed.
22. How did you happen to notice the object(s)? Brown called my attention to it.

23. How did the object(s) disappear from view? *Zoomed off at 45° angle to the west.*

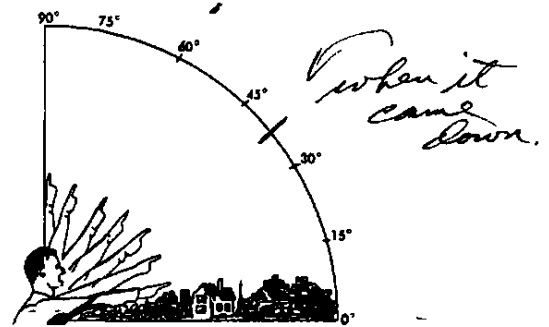
24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude.

*faster than jet.*

25. Were there any conventional aircraft in the location at the time or immediately afterwards? *No.* If so, please elaborate.

26. Please estimate the distance of the object(s). *200 yds*

27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch.



28. Names and addresses of other witnesses, if any. The more, the better.

*Herbert Brown.*

29. What do you think you saw? - (check answer)

- a. Extraterrestrial device?      e. Satellite or missile?  
b. UFO?                                      f. Hoax?  
c. Planet or star?                              g. Other? (Please specify.)  
d. Aircraft?

30. Please describe your feelings and reactions during the sighting. Were you calm, nervous, frightened, apprehensive, awed, etc.? If a close encounter, did you feel any ill effects such as nausea, paralysis, other? *no*

31. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads and other landmarks within a mile, or draw direction lines and arrows onto local road map of area and attach to this sheet.

32. Is there an airport, military, governmental, or research installation in the area or nearby? *no*

33. Have you seen other objects of an unidentified nature? *no* If so, please describe these observations, using a separate sheet of paper.

34. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you if requested. *none*

35. Were you interrogated by Air Force investigators? *no* By any other federal, state, county, or local officials? *no* If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place.

Were you asked or told not to reveal or discuss the incident? *no* If so, were any reasons or official orders mentioned? Please elaborate carefully.

36. We should like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to MUFON. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.

You may use my name. (  ) Please keep my name confidential. (  )

37. Date of filling out this report.

Signature:

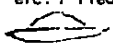
*Yvonne Phillips*

ADDITIONAL COMMENTS OR SKETCH OF UFO

SIGHTING REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by MUFON.

After all the information has been fully studied, the conclusion of our Evaluation Panel may be published by MUFON in its regularly issued monthly magazine or in another publication. Try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name HUBERT W BROWN Place of Employment KENT PLOTT DAIRY  
Address RT. 3 BOX 87 Occupation MILKMAN  
and Zip ORLAND, CA 95963 Date of birth 1-22-53  
Education 12 grade  
Special Training NONE  
Military Service NONE  
Telephone 965-7407
2. Date of Observation \_\_\_\_\_ Time 4:00 AM PM \_\_\_\_\_ Time Zone Pacific
3. Location of Observation NORTH OF MILK BARN ABOUT 300 YDS.
4. How long did you see the object? Hours \_\_\_\_\_ Minutes 2-5 Seconds \_\_\_\_\_
5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime (dusk) etc.
6. Position of the Sun or Moon in relation to the object and to you. GOING DOWN
7. If seen at night, twilight, or dawn, were the stars or moon visible? STARS VISIBLE, MOON SHOWING
8. Were there more than one object? NO If so, please tell how many, and draw a good sketch of what you saw, indicating direction of movement, if any. Use additional attached sheet for larger drawing or sketch. Attach any possible photographs.
9. Please describe the object(s) in detail. For instance, did it (they) appear solid, or only as a source of light; was it revolving, etc.? Please use additional sheets of paper, if necessary; detail is very important. Any protrusions, dome, windows, etc.?  
 IT HAD A BRIGHT LIGHT IN CENTER. HUNG IN THE SKY FOR A FEW MINUTES.
10. Was (Were) the object(s) brighter than the background of the sky? YES
11. If so, compare the brightness with the Sun, Moon, headlights, etc. MILKMAN
12. Did the object(s) (answer yes or no) (Please elaborate, if you can give details.)  
a. Appear to stand still at any time? YES f. Drop anything? NO  
b. Suddenly speed up and rush away at any time? YES g. Change brightness? NO  
c. Break up into parts or explode? NO h. Change shape? NO  
d. Give off smoke? NO i. Change color? NO  
e. Leave any visible trail? NO j. Rotate or pulsate? NO
13. Did object(s) at any time pass in front of, or behind, anything? If so, please elaborate giving distance, size, etc., if possible.
14. Was there any wind? NO If so, please give direction and speed.  
Any odors? NO Electrical effects? NO (Explain)
15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc.? NO What?
16. Did the object(s) have any sound? YES What kind? HUMMING How loud? LOW TO MODERATE
17. Please tell if the object(s) was (were) - (check or circle answer):  
a. Fuzzy or blurred. b. Like a bright star. c. Sharply outlined?
18. Was the object a. Self-luminous? b. Dull finish? c. Reflecting? d. Transparent?
19. Did the object(s) rise or fall while in motion? NO Any other kind of maneuvers?
20. Tell the apparent size of the object(s) when compared with the following held at arm's length (check or circle answer):  
a. Pinhead c. Dime e. Half dollar g. Orange i. Larger  
b. Pea d. Nickel f. Silver dollar h. Grapefruit  
Or, if easier, give apparent size in inches on a ruler held at arm's length.
21. Where were you and what were you doing at the time? WALKING OUT TO GET THE MILK
22. How did you happen to notice the object(s)? IT WAS RIGHT IN FRONT OF ME.

23. How did the object(s) disappear from view? *Fast*

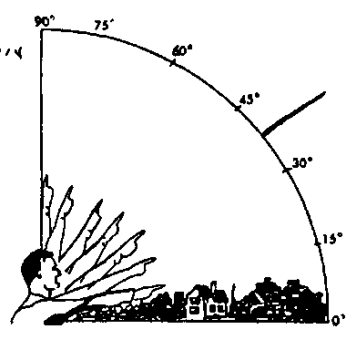
24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude. *Faster than a jet*  
*Point to sky*

25. Were there any conventional aircraft in the location at the time or immediately afterwards? *NO* If so, please elaborate.

26. Please estimate the distance of the object(s). *300 yrd. from Buena*

27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch.

28. Names and addresses of other witnesses, if any. The more, the better.



29. What do you think you saw? - (check answer)
- a. Extraterrestrial device?
  - b. UFO?
  - c. Planet or star?
  - d. Aircraft?
  - e. Satellite or missile?
  - f. Hoax?
  - g. Other? (Please specify.)

30. Please describe your feelings and reactions during the sighting. Were you calm, nervous, frightened, apprehensive, awed, etc.? If a close encounter, did you feel any ill effects such as nausea, paralysis, other? *Scared to the hell out of me the first time but if I ever see another one it would*

31. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads and other landmarks within a mile, or draw direction lines and arrows onto local road map of area and attach to this sheet.

32. Is there an airport, military, governmental, or research installation in the area or nearby? *AIRPORT*

33. Have you seen other objects of an unidentified nature? *NO* If so, please describe these observations, using a separate sheet of paper.

34. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you if requested.

35. Were you interrogated by Air Force investigators? *NO* By any other federal, state, county, or local officials? *NO* If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place.

Were you asked or told not to reveal or discuss the incident? If so, were any reasons or official orders mentioned? Please elaborate carefully.  
*NO*

36. We should like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to MUFON. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all parts of the form, for our own confidential files. Thank you for your cooperation.  
You may use my name. () Please keep my name confidential. ()

37. Date of filling out this report. *4-15-75* Signature: *Richard L. ...*

ADDITIONAL COMMENTS OR SKETCH OF UFO

CO  
US 1016-1974-0001

Form 1  
Preliminary Report

UFO SIGHTING REPORT FORM

\*\*\*\*\*

This form is for the reporting of unidentified flying objects. It includes questions to which answers are needed for full evaluation. Please complete the form, trying to answer as many questions as possible. Your assistance will be greatly appreciated by the Mutual UFO Network. Please return this completed form in the self-addressed, stamped envelope. Thank you.

\* MUTUAL UFO NETWORK (MUFON)  
\* Walter H. Andrus, Jr., Director  
\* 40 Christopher Court  
\* Quincy, Illinois 62301  
\*  
\* Local Field Investigator's Name:  
\* Herbert E. Roth  
\* Address: 6495 South High Street  
\* Littleton, Colorado 80121  
\*  
\* Phone: 303/798-5923

\*\*\*\*\*

Your Name Jack Haskell Address 7425 EAST 21ST AVENUE Phone 303/333-5908  
Age 61 Occupation technician City & State Denver, Colorado Zip Code 80207  
United Air Lines Flight Training Center

GENERAL DESCRIPTION

1. Date of observation October 16th, 1974 Time 11:30 PM (AM) (PM)
2. Location of observation driving north on syracuse street near colfax avenue (Denver, Colo.)
3. Estimate duration of observation several minutes
4. Weather conditions at time of observation clear sky
5. How did you happen to notice the object(s)? unmistakably bright red and green lights. I first thought it may have been someones idea of an outdoor advertisement for a new store opening, but the more I looked at it I realized it couldn't be that. Then I thought of the possibility of military aircraft flying in formation because I noticed the lights, as a group, were moving to the north and east. However, I had to revise my thinking after watching for awhile longer because they were moving too slow to be aircraft.
6. Describe what you observed. (If known, please include the object's appearance, size, shape, color, sound, and your interpretations of what you think the object was.) If additional space is needed, please use the back of this form. Extremely bright red and green lights moving in formation rather low in the sky to the east and north of us. The best description I can give of the lights is that they were as bright or vivid as traffic lights no more then half a block away yet it seemed clear to me that these lights were at least a mile or more away. There were 3 sets of red & green. Each set had 1 red and 1 green light. The red appeared to be in a slightly higher position on the object (or whatever) then the green and to the rear of directional traveled. Because of trees and houses being in the way I gradually lost sight of the lights.
7. Please provide names and addresses of other witnesses, if any. Were you interrogated by any federal, state, county, or local officials or newspapers? If so, please provide details. We would like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. Thank you for your cooperation.

Oct 16, 1974  
11:30 p.m.  
Colorado, DENVER

You may use my name. (X)

Please keep my name confidential. ( )

October 21st, 1974  
Date Report Completed

Jack C Haskell  
Signature of Observer  
H. E. Roth  
Signature of Investigator

UFO SIGHTING REPORT FORM

\*\*\*\*\*

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\* MUTUAL UFO NETWORK (MUFON)  
\* Walter H. Andrus, Jr., Director  
\* 40 Christopher Court  
\* Quincy, Illinois 62301  
\*  
\* Local Field Investigator's Name:  
\* Herbert E. Roth  
\* Address: 6495 South High Street  
\* Littleton, Colorado 80121  
\*  
\* Phone: 303/798-5923

\*\*\*\*\*

Your Name Margaret McManus Address Rt. 5 Box 331 Phone 303/674-4385  
Age \_\_\_\_\_ Occupation nurse City & State Evergreen, Colorado 80439 Zip Code 80439  
United Air Lines Medical Department

GENERAL DESCRIPTION

1. Date of observation October 16th, 1974 Time 11:30 PM (AM) (PM)
2. Location of observation driving northbound in car on syracuse st. near Colfax Ave. (Denver)
3. Estimate duration of observation a couple of minutes
4. Weather conditions at time of observation clear sky, no weather
5. How did you happen to notice the object(s)? The red lights (3 of them) were quite bright and appeared as if they were the aircraft warning lights on top of some radio towers. However, when I noticed that they were slowly moving to the north east I realized that it must be something else.

6. Describe what you observed. (If known, please include the object's appearance, size, shape, color, sound, and your interpretations of what you think the object was.) If additional space is needed, please use the back of this form. The three red lights first appeared in a triangular shape. Later two of the lights appeared to gradually move closer together as it went further into the distance from us. This, of course, could have been from a change in the angle of the objects flight, I really don't know.

7. Please provide names and addresses of other witnesses, if any. Were you interrogated by any federal, state, county, or local officials or newspapers? If so, please provide details. We would like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. Thank you for your cooperation.

You may use my name. (X)

Please keep my name confidential. ( )

October 19th, 1974  
Date Report Completed

Margaret McManus  
Signature of Observer  
H. E. Roth  
Signature of Investigator

DENVER POST OCT 16 74

## Pulsating Red Lights Disturb Trailer Park

Three mysterious pulsating red lights that appeared to be flying over Adams County were reported about 11:30 p.m. Wednesday, the Federal Heights Police Department reported.

Sgt. Dave Brianza said the police department was flooded with calls from residents of the Denver Cascade trailer park at 9650 Federal Blvd.

He said Patrolman Steve Ira, who was dispatched to the trailer park, also reported seeing the lights hovering about 200 feet off the ground. When the lights appeared to be coming closer, he radioed for help, Brianza said, and Patrolman Dan Arnold responded.

When Arnold got to W. 95th Ave. and Federal Blvd., he reported the lights were moving slowly toward the northeast, Brianza said.

Meanwhile, Brianza had left his office and was getting into his car on the police station parking lot. He said he saw the

lights passing over the police station traveling no more than 60 miles an hour 175 to 200 feet above the ground.

Brianza said he attempted to illuminate the object with a high-powered spotlight but the intensity of the red lights killed the effects of the spotlight.

He said the object made no noise as it passed overhead.

"I never saw any aircraft fly as slowly or as silently," Brianza said.

He described the lights as pulsating red that alternately dimmed and brightened and appeared to be bobbing up and down slowly and deliberately.

He said he watched the lights travel northeast for about 10 to 15 minutes before they disappeared over the horizon.

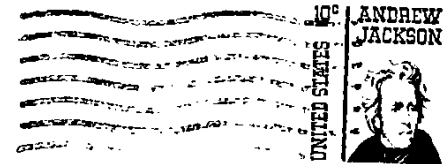
He said police checked agencies with helicopters and Stapleton International Airport, and found no helicopters were on logged flights in the area at the time.

# UNITED AIR LINES

Stapleton International Airport  
Denver, Colorado 80207

*H. E. ROTH*

*UFA Report*



WALTER H. ANDRUS JR.  
40 CHRISTOPHER COURT  
QUINCY ILLINOIS 62301



Dear Frank,

Please read this over and if you agree with what I have typed up, please sign it at the bottom and mail it back to me in the enclosed envelope. If you need to make any corrections please make them in black ink, and print them.

Thank you.

Herb

~~NO SOUND WAS HEARD AND I WAS CLOSE ENOUGH TO BE HEARD  
HAD IT MADE ANY.~~

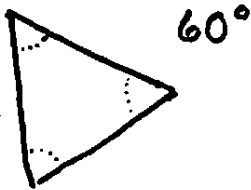
While watching this object I noticed a small private plane flying nearby and the way it suddenly banked and turned toward the object it appeared to me that it must have noticed the object and was trying to get closer to it. However this started to happen as it was moving away from me to the north (its trajectory was from south to north) and I lost track of what may have happened after that since it was moving out of my range of vision.

Earlier in the sighting I called my wife out of the house to witness this object. However, after she looked at it she refused to believe it and wanted nothing further to do with it. Therefore I can not list her as a witness to this sighting.

~~NO COMMENT.~~ SHE DID SEE THE BRIGHT RED LIGHTS BUT DID NOT BELIEVE IT TO BE A FLYING SAUCER

SHE FELT  
IT MIGHT HAVE BEEN A HELICOPTER TOO FAR AWAY  
TO HEAR THE NOISE.

6 THING'S MISSING WERE NAVAGATION LIGHTS  
AND STROBE LIGHTS ON OBJECT.



UFO SIGHTING REPORT FORM

\*\*\*\*\*

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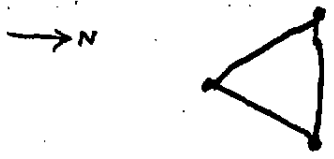
\* MUTUAL UFO NETWORK (MUFON)  
\* Walter H. Andrus, Jr., Director  
\* 40 Christopher Court  
\* Quincy, Illinois 62301  
\*  
\* Local Field Investigator's Name:  
\* Herbert E. Roth  
\* Address: 6495 South High Street  
\* Littleton, Colorado 80121  
\*  
\* Phone: 303/798-5923

\*\*\*\*\*

Your Name Frank Van Keuren Address 2200 South <sup>KING</sup> James Street Phone 303/935-2238  
Age 51 Occupation electronics City & State Denver, Colorado Zip Code 80219  
unemployed - presently working as a janitor.

GENERAL DESCRIPTION

- 1. Date of observation October 16th, 1974 Time 7:25 PM (~~AM~~) (PM)
- 2. Location of observation in (backyard) of home FRONTYARD
- 3. Estimate duration of observation several minutes ABOUT 10 MINUTES
- 4. Weather conditions at time of observation clear. All stars were visible.
- 5. How did you happen to notice the object(s)? Looked up to scan the skys from habit. I have always had an interest in looking at the sky at night because of an interest in astronomy and in unidentified objects.



- 6. Describe what you observed. (If known, please include the object's appearance, size, shape, color, sound, and your interpretations of what you think the object was.) If additional space is needed, please use the back of this form. I saw 3 red flashing lights in the sky arranged in the form of a triangle, a very large triangle. Since they all (3) moved at a uniform speed I assumed they were attached to just one system, or object. The lights seemed to flash like the rotating beacons on an aircraft, only much brighter. As the object went overhead I could discern what appeared to be a triangular shaped "hugh" object. It appeared to be quite low, possibly 1,000' altitude, an approx. 100' across or more. It was absolutely silent. It traveled in a straight line and would stop for several seconds, then continue on. The flat side of the triangle (it appeared equidistant, 120° to a side) was facing forward in the direction of travel. (see reverse side) 60°
- 7. Please provide names and addresses of other witnesses, if any. Were you interrogated by any federal, state, county, or local officials or newspapers? If so, please provide details. We would like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. Thank you for your cooperation.

You may use my name. ( X ) but not for the general news media. OR GOVERNMENT Please keep my name confidential. ( )  
Just for internal use.

October 18th, 1974  
Date Report Completed

Frank Van Keuren  
Signature of Observer  
H. E. Roth  
Signature of Investigator

COL.

16 Oct. 1974  
DENVER - COLORADO

## Policeman's Sighting of UFOs Leaves Him Spellbound

A Colorado policeman experienced a sudden and strange inner calm as he watched three pulsating UFOs move silently through the night sky only 250 feet from where he was standing spellbound.

"I'll never be able to explain the feeling that swept over me as I watched them pass above my head," recalled Sergeant David Brianza of the Federal Heights, Colo., Police Dept., just outside Denver. "It was a weird feeling that made me feel very good . . . a sort of inner calm, as if I was witnessing something good . . ."

Other police officers and hundreds of citizens saw the same glowing spectacle in the starlit sky last October 16, and radar at Denver's Stapleton International Airport tracked the three UFOs.

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While Stapleton's air traffic radar

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The first car immediately called for assistance and a second police car promptly responded. Suddenly, so much excited talk jammed the police radio that Brianza became annoyed.

He marched outside police headquarters, grabbed the mike in his patrol car and barked: "What have you guys got — Flying Saucers?"

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at me," he remembered. "They were each 25 to 35 feet in diameter and flying silently about 35 feet apart in a perfect triangular formation. They were a powerful, intense red and pulsating — going about 60 m.p.h. bobbing up and down together but moving in just one direction. I watched them about 20 minutes, until they disappeared to the south over Denver."

Brianza, a private pilot, insists that what he saw were not aircraft, helicopters or balloons.

His dispatcher, Kathy Darlinger, agreed: "I'd never seen anything like this. They passed over, bobbing up and down in triangular formation as I watched in amazement. I checked with Stapleton Airport and they told me radar was tracking something they couldn't identify."

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heard the Federal Heights calls and grabbed my binoculars," he said. "I ran out on the porch and saw three pulsating red lights. There was absolutely no sound, and the red lights were bigger than any aircraft lights."

The first of the hundreds of calls that swamped police departments in the Denver area that night came at 7:38 p.m., when a caller phoned the Northglenn police station to report he'd seen three UFOs hovering over their 100-foot-tall radio antenna.

At daybreak, Northglenn Police Captain F.A. Gunderson was astonished to discover weird silvery cobweb strands on the tower.

"Near the top of the tower I saw what appeared to be like cobwebs hanging out in the wind about 15 feet. I've never seen anything like them on the tower before," he said.

"They eventually blew off and vanished."

— GARY STEIN



This bus took an unscheduled trip to the bottom of a lake in North Vancouver, Canada, after someone stole it and drove it into the water. It floated out about 75 feet from shore and then sank. The thief apparently

escaped unhurt before the bus sank. Guided by two divers — one at the front door and the other at the driver's window — it took two wreckers general hours to pull the bus out.

## President Ford Quietly Helps Little German Girl Get Lifesaving Heart Operation

President Gerald Ford — touched by the anguished plea of a German mother — helped bring her 6-year-old daughter to America for surgery that saved the little girl's life.

"He is such a good man," said Mrs. Erika Lueck, in an emotion-choked voice. "There was no one who would help my little Yvonne until I wrote to your President Ford."

"Now everything is fixed. Yvonne had her special operation and she is just fine and recuperating. It's all so wonderful!"

Mrs. Lueck brushed back Yvonne's short hair and fluffed up her pillow in a special room at the University of Alabama Medical Center.

"My daughter had a congenital heart defect that could only be operated on in America," explained Mrs. Lueck. "The operation and cost of flying to America cost nearly \$10,000 and I didn't have that kind of money."

Two months ago, in her desperation, Mrs. Lueck, of Hamburg, wrote to the President "because I know he has children of his own and because he looks like a good man."

In her letter, dated October 9, Mrs. Lueck begged for President Ford's help. When the letter reached the White House the President sent it directly to the State Department with

orders to find a way to help Yvonne. State Department spokesman Mrs. Betty Flynn said:



CAKE was Yvonne Lueck's gift from The Enquirer on her 7th birthday after she recovered from surgery.

"We cabled our consul general in Hamburg, West Germany, and he checked Yvonne's doctor. He told us that the only surgeon in the world who knew how to correct Yvonne's heart

defect was Dr. John Kirklin in Birmingham.

"Then the German medical insurance office agreed to pay the cost of the operation and the Hamburg welfare office said they would pay for the flight to America for Yvonne and her mother."

Less than two weeks later, just before they left for the medical center in Birmingham, Mrs. Lueck and Yvonne received a cable from President Ford, saying: "In Birmingham, the mayor will take good care of you."

Said Mayor George Seibels: "When they arrived we did everything we could to help. Church groups and civic clubs have raised money for Mrs. Lueck's living expenses while Yvonne remains in the medical center."

Dr. Kirklin performed exploratory surgery October 24 on Yvonne and found an artery defect and holes in the chambers of her heart. "It was more complicated than we thought," he said. "It took a second operation on November 15 to correct everything."

— BERNIE WARD

## NATIONAL ENQUIRER

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"They eventually blew off and vanished."

— GARY STEMM

[Nov. 28, 1974; Shabbona, IL](#)

11:43 a.m. On a bright day with visibility limited to 6-7 miles due to haze, Hugo W. Feugen was flying his own Aeronca Champ aircraft from Dekalb to Mendota, Illinois, at 2,500 feet altitude with a compass bearing direction of 240 degrees to compensate for a cross wind. As he passed over the small town of Shabbona, Illinois, he was checking his position on the aeronautical map that he held in his lap to determine if he was still on course with visual navigation to his destination of Mendota. When he looked up from his map, he noticed with amazement that the magnetic compass on the panel of his old Aeronca Champ number N82198 was rotating counter-clockwise at a rate of four or five revolutions per minute. He immediately became concerned for the radical behavior of his compass because this was one of the few instruments in the aircraft used for navigational purposes. He looked to his right side and saw nothing but the town of Shabbona below him. When he turned to his left, he saw an object flying parallel to his aircraft at the same speed (ground speed 75 to 80 mph) and altitude, pacing him at 120 degrees at an estimated one quarter of a mile distance. He described the object as being shaped like a disc or an ellipse. If it was one-fourth mile away, he estimated the size as 120 feet long and 30 feet thick. It appeared to be a solid object, white or dull silver in color, without any openings or protrusions. There may have been a depression on the top, but this angle was observed only for a brief second as it was departing. After pacing him for 8-10 seconds, while the compass continued to spin, the object tipped slightly and the pilot could observe that it was not an ellipse, but was round in shape. As it tipped up on an angle, it accelerated to a fantastic speed toward the east and was out of sight in less than one second. The pilot did not have his radio turned on, so there is no report of interference with radio communications. (From Skylook, 89, MUFON)



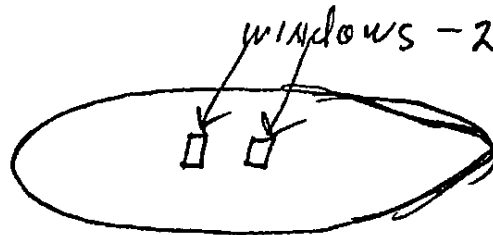
UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1) TX

US1011-1975-0001

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Jack Coaright  
 STREET ADDRESS: 3504 E. Oak lawn / P.O. Box 3652 PHONE: A/C 512 1578-9248  
 TOWN/CITY: Victoria STATE: Tex. ZIP CODE: 77901 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



Lights Flashing  
 Red, green, Blue  
 no sequence lights  
 around object.

saw NO FORMS at all through windows  
 shaped similar a like a foot ball a like a cigar  
 FOOTBALL more like

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

PLACE OF SIGHTING

TEX

STATE/PROVINCE: Tex.  
 CITY/TOWN: Jacksonville  
 COUNTRY: USA

SIGHTING TIME

at dusk

PM ( ) AM ( ) ZONE:

DURATION: 30 MIN. MIN ( ) SEC ( ) HRS ( )

at least 30 MIN.

DATE OF SIGHTING

DAY: 11/13  
 MONTH: Oct  
 YEAR: 75

San Timé de Timé

(Continue narrative on reverse side)





FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: High School

DEGREE: 0 MAJOR: 0

SPECIAL TRAINING: \_\_\_\_\_

VISION: Good COLORBLIND? (X) EYEGLASSES? (X)

HEARING: Good GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: Good DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: Frank Macek AGE: 61

STREET: Rt #1 Box 292 PHONE: 782-5002

TOWN/CITY: Edna PROVINCE: Texas COUNTRY: U.S.A.

OCCUPATION: FARMER

EMPLOYED BY: Self

Edna, Tex. Mail deposit

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS  INDOORS  CAR  AIRCRAFT  BOAT  OTHER \_\_\_\_\_

VIEWED THROUGH: Directly GLASSES  WINDOW  SCREEN  BINOCULARS  TELESCOPE  STILL CAMERA   
No Glasses WIFE MOVIE CAMERA  THEODOLITE  RADAR  OTHER \_\_\_\_\_

AREA/LOCATION: CITY  SUBURBAN  RURAL  INDUSTRIAL  COMMERCIAL  RESIDENTIAL

AREA/TERRAIN: Flat FIELDS  WOODS  HILLS  MOUNTAINS  RIVER  POND  LAKE

AREA/TECHNICAL: AIRPORT  POWERLINES  POWER STATION  RAILROAD TRACKS  OTHER \_\_\_\_\_

SKY CONDITION: CLEAR  PARTLY CLOUDY  OVERCAST  FOGGY  HEAVY  MEDIUM  LIGHT

PRECIPITATION: NONE  RAIN  FOG  SLEET  SNOW  HEAVY  MEDIUM  LIGHT

UFO DIRECTION: FIRST SEEN IN NE LAST SEEN IN NE IT MOVED FROM NE TO S.W  
10 W + B-TONE

UFO ELEVATION: ( FIRST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER 2'

UFO DISTANCE: ( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
Slowly rising - after a pass it flew up over trees & out of sight

UFO PASSED: ( IN-FRONT-OF wf. WHICH WAS 500 FT IN DISTANCE FROM THE WITNESS

( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE  HELICOPTER  BALLOON  SEARCHLIGHT  OTHER NONE

BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT  NUMBER OF 1 SHAPE OF Football COLOR(s) Red Green

( A LIGHT  NUMBER OF 1 SHAPE OF Football COLOR(s) Blue - same as

DESCRIBE: SOUND 0 SMELL 0 SPEED slow

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW

( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER 20 FT long  
about 1/2 length of witness house

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?

( \_\_\_\_\_ TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR  THE MOON  OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY  
at first - then no light & outline appeared

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION?  HOVER?  AFFECT RADIO/TV?  FLUTTER?

TURN ABRUPTLY?  DESCEND?  AFFECT ELECTRICITY?  SPIN?

FALL LIKE A LEAF?  ASCEND?  AFFECT MAGNETISM?  BLINK?

ABSORB OBJECT(S)?  OVER POWERLINES?  AFFECT TIMEPIECE?  PULSATE?

EJECT OBJECT(S)?  OVER A BUILDING?  AFFECT ENGINE?  APPEAR SOLID?

CHANGE SHAPE?  LAND ON GROUND?  AFFECT VEHICLE?  HAVE FUZZY EDGES?

CAST SHADOW?  LAND IN WATER?  AFFECT ANIMAL?  HAVE OUTLINE?

CAST LIGHT?  CARRY OCCUPANTS?  AFFECT HUMAN?  WOBBLE?

REFLECT LIGHT?  COMMUNICATE?  AFFECT WATER?  VIBRATE?

LEAVE A TRAIL?  GIVE OFF HEAT?  AFFECT GROUND?  GLOW?

DISINTEGRATE?  LEAVE RESIDUE?  AFFECT VEGETATION?  APPEAR TRANSPARENT?

HOW MANY OTHER WITNESSES? \_\_\_\_\_ DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Frank Macek SIGNATURE OF OBSERVER

Publish in MUFON Journal only -> YOU MAY  MAY NOT  USE MY NAME

DATE THIS FORM SIGNED 29 April 77  
 DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Jack Cortright TELEPHONE: A512 578-9248
FIELD INVESTIGATOR'S ADDRESS: 3504 E. Oaklawn P. O. Box 3652 Victoria
Texas 77901 Victoria USA
DATE OF FIELD INVESTIGATOR'S REPORT: 1977 April 30 AFFILIATION(If not MUFON)

SIGHTING DATA

DATE OF UFO SIGHTING: 1975 October sometime between the 11 and 13
TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME (IF UNKNOWN, CHECK BELOW) DURATION: 20min zone central
PLACE OF UFO SIGHTING: Old Victoria Road Jackson USA
OTHER INFORMATION: NUMBER OF WITNESSES 6 COORDINATES (If Known) HOURS MINUTES TENTHS HOURS MINUTES TENTHS
COMMENTS:

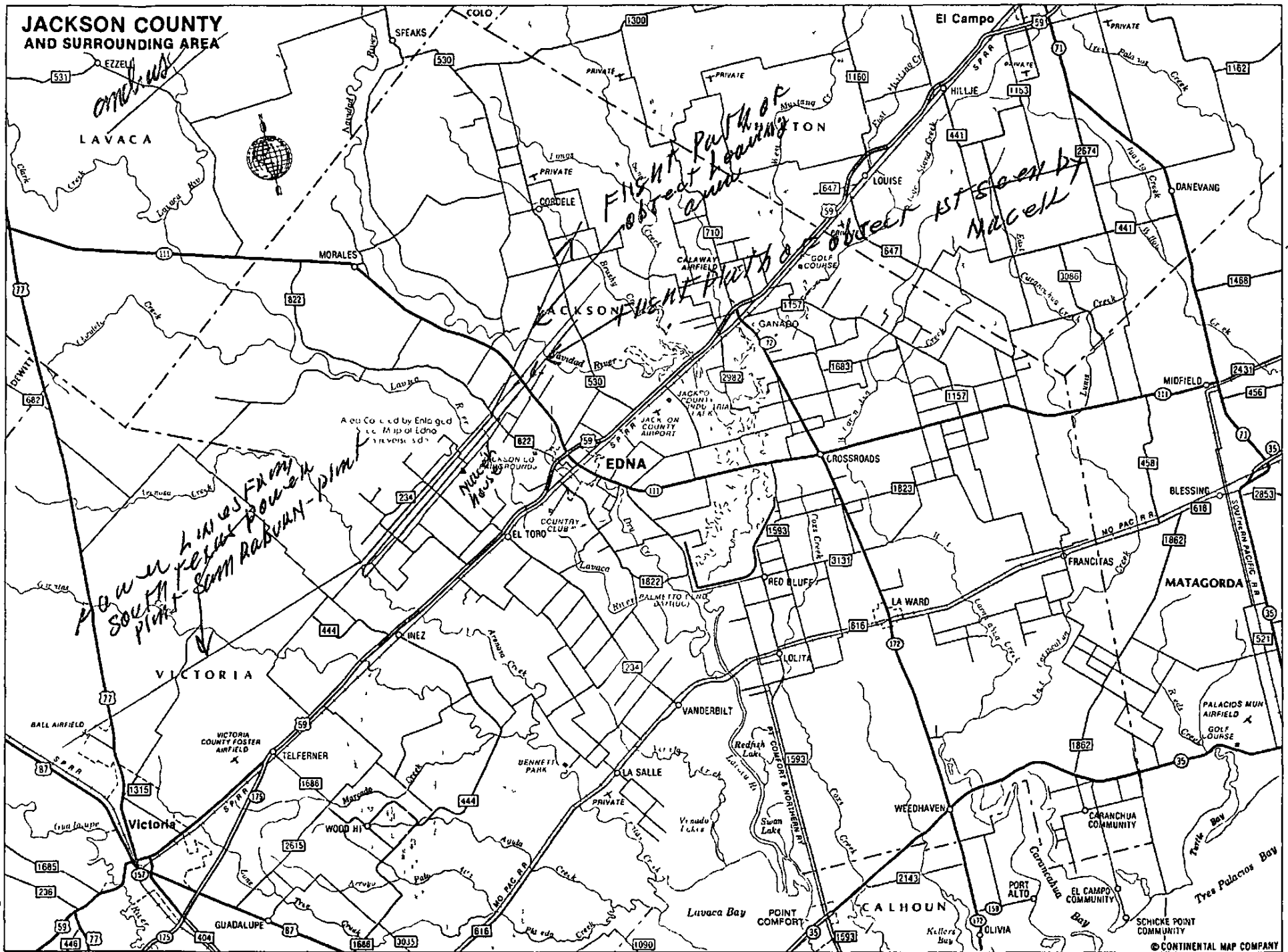
PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: Frank Macek(Rt. #1-Box 292,Edna,Texas) TELEPHONE: A512 782-5062
PRIMARY WITNESS' ADDRESS: Old Victoria Road Just N. of Edna
Texas 77957 Edna
USE OF WITNESS' NAME: MAY ( ) MAY NOT (x) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).

MAJOR FEATURES

GENERAL CASE (x) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS (x) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )
LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER
COMMENTS:

JACKSON COUNTY AND SURROUNDING AREA



Victoria County  
Victoria, Texas

UFO Sighting Report  
October 1975

Date of Report  
April 30, 1977

This sighting took place in Jackson County, Texas which is West of Edna, Texas and North of El Boro, Texas. The time is just before sundown. The date of the first interview was April 29, 1977. Upon arriving at the location of the sighting which is a farm in Jackson County accompanied by one Rev. George Gerber of 1203 E. Locust St. Victoria, Texas 77901 Phone AC. 512 573-4743 of Victoria. Rev. Gerber told me of this case after the presentation of Mr. Stanton Freidman in March of 77 at the Victoria Colledge. It was at this time that Rev. Gerber and I met and I told him I was interested in meeting the witnesses involved. It took some doing and work on Rev. Gerber's part to set up this interview. Approx. two weeks after the sighting occurred the witnesses did not want any one to know as the witness thought others might think them "crazy". Rev. Gerber was present to hear Mr. Freidman in an effort to learn more on the UFO subject in order to assist others in his church should they have a sighting.

The Witness are Mr. and Mrs. Frank Macek Rt # 1 Box 292, Edna, Texas 77957- phone Area Code 512 575-2139. The Date is between Oct. 11 and 13th am trying to get copy of report made by the Jackson County Sheriff's Office as the witness called their office at the time of the sighting.

Mr. Macek related the following to this investigator:

At first we thought it was a light, when I was in the back yard. It was some distance away. Then as it moved closer and came across the road I thought it would hit the light pole, which is about 500 feet from where I was standing, and about 25 feet high. By this time the light or what I thought was a light was an object of some kind shaped like a football with two windows on the side that I was seeing or looking at. The colored lights were flashing. It moved right in front of us from the North East to the South West, not fast but just "sailing along". It went down toward the power lines by Arenosa Creek and then came back. It came back toward the North East but was about a mile farther away than it was when it first came across. We were watching this thing for about twenty minutes. When it came back it was rising in "steps" and going up all the time. That's the time I told "mama" to call the Laws in Edna, but by the time they got here it was gone.

Mr. Macek was in the yard about to start some "chores" is why he was in the yard at the time. As he walked out the back door and stepped to the ground he saw this light coming across from the pasture or field on his left. When it came across the road over the light pole he knew it was not something in the ordinary as he understood the ordinary to be. At this time he had called and the other members of his family Mrs. Macek and their son Allen came out in the yard. Mr. and Mrs. Macek reported that they were scared they did not know what was going to happen if something was going to get them or not. They had heard about the 1973 case in Mississippi but did not know if it were true or not and thought what they heard of the 1973 case might be rumors but were not sure. These people were truly frightened as related to me by Rev. Gerber. Frightened enough that they did not want to talk about the sighting. Only after talking with neighbors did they agree two or a year and a half later did they agree to give me an interview. MUFON would not have this case if it were not for Rev. George Gerber, as Mr. and Mrs. Macek confided in Rev. Gerber.

During the interview I asked Mr. Macek about animal affects. Rev. Gerber mentioned this to me on the way to the Macek house.

Mr. Macek told me that " the horses ran out of the barn frightened and acted strange like trying to get away maybe. The horses stoped when they were outside and truned around and was looking at the thing, just stood there looking at it. The dogs left and ran around the house on the West side and got under the house and did not come out untill later". I questioned Mr. Macek as to the time but he did not remember. I asked Mr. Macek if the horses acted this way when other things were going on in the neighbor and Mr. Macek said no. The Macek farm is not far from an area where Rice Farmers grow rice and the horses are not frightened by the ariplanes when rice treatment is in progress or are the haurses frightened by the airplanes. and the dogs are not frightedned of the airplanes also.

Mr. Macek wers glasses for reading only. At the time of the sighting Mrs. Macek wore glasses for reading also, but due to the progression of diabetes for the past year.

During the interview it was notes that Mr. Macek is color blind. Mrs. Macek said "sometime when I ask what color shirt he wants he says blue and I give him a blue one he says its green or some other color. He does this all the time so we think he is color blind he also has trouble with other colors". So this may rule out the color of the lights on the object as far as Mr. Macek is concerned and Mrs. Macek does not recall the colors too well.

I hope to find a copy of the report filed by the Sheriff's Deputy concerning this case, and to interview some of the Macek neighbor's.

Victoria County  
Victoria, Texas

UFO Sighting Report  
October 1975

Date of Report  
May 23, 1977

Going to Edna, Texas in Jackson County, where the sighting took place the local News paper Edna Herald was contacted. speaking with the Editor a search was made in an attempt to locate the article that appeared in the paper with regard to the subject sighting. no article was found although the Editor definitely recalls the incident. We did not find what I went for.

Also contacted the Jackson County Sheriff's Office and talked with Officer Victor Billings. Officer Billings stated that Mr. Macek is a life long resident of Jackson County and is RELIABLE, and can be believed. Mr. Macek is the type person that does not do or say things "lightly" he is also a serious type person. Mr. Macek is of "strong character". Officer Billings related to me that Mr. Macek "turned in his own son" for breaking the law". Mr. Macek felt so strongly about the situation that he told his son in front of Officer Billings that "I will not have no stealing or such from nobody in my family". In view of this information it would seem that Mr. Macek is a man of his word. There have been no other incidents concerning his son as related by Officer Billings on the specific matter or any others.

Officer Billings also gave a very good reference with regard to Mr. and Mrs. Albert Andel Mr. Macek's next door neighbor that reported to me that they saw the same "sight". Mrs. Andel is a school teacher in Jackson County and is well thought of. Mr. Andel is employed by Alcoa in Point Comfort, Texas about 25 or 30 miles from Edna. Officer Billings has been on the Sheriff's Department for seven years. He can find nothing wrong with the Andels. "Albert is good people and solid as the day is long".

The Andels were not contacted until May 7, 1977.

Victoria County  
Victoria, Texas

UFO Sighting Report  
October 1975

Date of Report  
June 11, 1977

May 7, 1977 I interviewed the Albert Andels the next door neighbors of the Maceks.

The Andels confirm the sighting of the Maceks with something new- Mr. An del stated it looked like it might "go down" after the lights went off and the bright light came on ( the same type situation and condition Macek stated) We watched it and it sure looked like it "went down" we sure did not know what to make of it.

It was still some light and we got in my pick up and went after it, but it was out of sight before we got to far from the house, so we came back.

The field behind the Andels house was cultivated but not planted. Mr. An del spent considerable time driving over this field which is approx 4 to 5 miles long and some mile wide. Mr. An del told me he was looking for any indication that something landed, any kind of marks that might suggest that this actually happened. Mr. An del said that he and his son found no marks, indentations, round circles nothing we could find. This some what perturbed them because of the time involved and nothing to "show for it".

I have taken a long time on this and a few trips back to Edna for information but got what we have here. I wish it were more but it isn't.

# *CLEAR INTENT*

---

The Government Coverup  
of the UFO Experience

*Lawrence Fawcett*

*Barry J. Greenwood*

Prentice-Hall, Inc./Englewood Cliffs, N.J. 07632



# Preface

In the 3,000 pages of previously classified documents on UFOs released during the past four years by the Departments of State, the Army, Navy, and Air Force, the Federal Bureau of Investigation (FBI), the Central Intelligence Agency (CIA), the National Security Agency (NSA), and the Defense Intelligence Agency (DIA), we find the expert testimony of scientists, military and intelligence personnel, law enforcement officers, and other responsible people on the subject of UFOs. Nearly two-thirds of these documents have come to light through the efforts of UFO researchers such as Larry W. Bryant, Charles Huffer, Bruce Maccabee, Brad Sparks, Robert Todd, W. Todd Zechel, and ourselves, who have filed requests for UFO material through the Freedom of Information Act. Approximately one-third of the documents were released as a result of lawsuits that were handled by attorney Peter Gersten on behalf of an Arizona UFO organization, Ground Saucer Watch. Other suits for the release of UFO documents have been filed against the Defense Intelligence Agency, the National Security Agency, and various other federal organizations.

The official documents, which will be referred to throughout this book, allow us to draw certain conclusions as to the reality and nature of the UFO phenomena. They also attest to intense governmental interest in UFOs when the phenomena pose a threat to the national security of the United States. We find it most surprising that although UFOs have affected national security many times in the past, the government continues to perceive these reports on a case-by-case basis, referring to them as "isolated incidents."

# Intrusions at Loring

On October 27, 1975, security personnel assigned to the 42nd Security Police Squadron, Loring Air Force Base, Maine, were on duty in the munitions storage area, positioned on the northern perimeter of the flight line. Nuclear weapons were stored there in igloo-type huts covered with dirt to camouflage them from aircraft flying in the air corridors above. The dump is more than a half mile long and is surrounded by a twelve-foot-high chain-link fence with barbed wire on top. The area in and around the dump is patrolled day and night by the 42nd Police with K-9 patrols and manned vehicles. It is a highly restricted location, both on the ground and in the air.

At 7:45 P.M., Staff Sgt. Danny K. Lewis of the 42nd Police was on duty at the dump when he spotted what he thought was an aircraft flying at low altitude along the northern perimeter of Loring. Lewis watched as the unknown aircraft penetrated the perimeter at an altitude of approximately 300 feet. From his location, Lewis could see a red navigation light and a white strobe light on the craft.

At about the same time, Staff Sgt. James P. Sampley of the 2192nd Communications Squadron, who was on duty in the control tower, observed the unknown aircraft on the tower radar screen. Its position was approximately ten to thirteen miles east-northeast of the base. Numerous attempts were made to radio the aircraft for identification and to advise it that it was entering a restricted area over the base. All communication bands, military and civilian, were used in an attempt to contact the unknown aircraft, but without results. The unknown aircraft began to circle, and at one point

it came to within 300 yards of the nuclear storage area at an altitude of 150 feet.

At the storage area, Lewis notified the Command Post of the 42nd Bomb Wing that an unknown aircraft had penetrated the base and was within 300 yards of the weapons area. The commander of the 42nd Bomb Wing implemented a Security Option 3 alert, which brought the base up to major alert status. The Command Post called the tower and requested a radar track on the unknown. At 8:45 P.M., Sgt. Grover K. Eggleston of the 2192nd Communications Squadron was on duty at the tower when the call from the Command Post came. He began observing the unknown aircraft. Six minutes later, while watching the radar screen, Eggleston noted that the unknown craft appeared to be circling approximately ten miles east-northeast of the base. This action lasted for forty minutes when, suddenly, it disappeared from the screen. Either the object had landed, or it had dropped below the radar coverage.

The Wing Commander arrived at the weapons storage area seven minutes after the initial sighting was made. Immediately, other units of the 42nd Police began pouring into the area. Security vehicles with blue flashing lights were converging from all over the base. Through the Loring Command Post, the Wing Commander requested fighter coverage from the 21st NORAD Region at Hancock Field, New York, and the 22nd NORAD Region at North Bay, Ontario, Canada. However, fighter support was denied by both regions. The Wing Commander then increased local security posture and requested assistance from the Maine State Police in trying to identify the unknown craft, which they presumed was a helicopter. A call was made to local flight services for possible identification, without results.

The 42nd Security Police conducted a sweep of the weapons storage perimeter inside and out. An additional sweep was made of the areas that the craft had flown over. All actions produced no results. The craft broke the circling pattern and began flying toward Grand Falls, New Brunswick, Canada. Radar contact was lost in the vicinity of Grand Falls bearing 065 degrees, twelve miles from Loring. Canadian authorities were not notified.

No further unusual events occurred throughout that night. Priority messages were sent to the National Military Command Center in Washington, D.C., the Chief of Staff of the U.S. Air Force, the USAF Forward Operations Division at Fort Ritchie, Maryland, and Strategic Air Command headquarters at the 8th Air Force and the 45th Division informing them of what had taken place. The base remained on a high state of alert for the rest of the night and into the early morning hours of October 28.

Could the unknown have been an aircraft that had strayed off course? Then why, when it was challenged by the tower, was there no response? Most pilots carry charts that show the restricted areas they cannot fly over. Why did the unknown circle at low altitude over the weapons storage area? Was this a one-time incident? Would it happen again? Probably all these

questions were pondered while teletypes were sent, briefings were held, and phone calls were made.

The unknown craft was thought to be a helicopter because of its flight characteristics. It hovered at times and dropped straight down below radar sweeps, and its size was similar to that of a helicopter. Little did the baffled observers know that this was only the beginning of a series of events that would take place over the next few nights, not only at Loring, but at other SAC installations along the northern tier bases and surrounding area.

On October 28, 1975, at 7:45 P.M., Sgt. Clifton W. Blakeslee and Staff Sgt. William J. Long, both assigned to the 42nd Security Police Squadron, were on duty at the munitions storage area. Along with Sgt. Danny Lewis, both Sgts. Blakeslee and Long spotted what appeared to be the running lights of an aircraft approaching Loring Air Force Base from the north at 3,000 feet. The aircraft did not come closer to Loring than about three miles at this time, and it was observed intermittently for the next hour. On first spotting the craft, Sgt. Lewis called the Command Post and advised it that the unknown craft had returned to Loring. Lewis reported that he could see a white flashing light and an amber or orange light. Once again, the Commander, 42nd Bomb Wing responded. Rushing to the area of the storage dump, he observed the unknown craft. He reported seeing a flashing white light and an amber-colored light on the object also. The speed and movement in the air suggested that the craft was a helicopter. From 7:45 P.M. to 8:20 P.M., it was under constant observation, both visually by the personnel in the storage area and electronically by the control tower radar, which showed the craft at a position three miles north of the Loring perimeter.

The unknown craft would appear and disappear from view, and, at one point, appeared over the end of the runway at an altitude of 150 feet. The object subsequently shut off its lights and reappeared over the weapons storage area, maintaining an altitude of 150 feet.

At this time, Sgt. Steven Eichner, a crew chief on a B-52 bomber, was working out of a launch truck along with Sgt. R. Jones and other members of the crew. Jones spotted a red and orange object over the flight line. It seemed to be on the other side of the flight line from where the weapons storage area was located. To Eichner and Jones, the object looked like a stretched-out football. It hovered in midair as everyone in the crew stared in awe. As they watched, the object put out its lights and disappeared, but it soon reappeared again over the north end of the runway, moving in jerky motions. It stopped and hovered. Eichner and the rest of the crew jumped into the truck and started to drive toward the object. Proceeding down Oklahoma Avenue (which borders the runway), they turned left onto the road that led to the weapons storage area. As they made the turn, they spotted the object about 300 feet in front of them. It seemed to be about five feet in the air and hovered without movement or noise. Exhibiting a reddish-orange color, the object was about four car lengths long. Eichner described what he saw next:

The object looked like all the colors were blending together, as if you were looking at a desert scene. You see waves of heat rising off the desert floor. This is what I saw. There were these waves in front of the object and all the colors were blending together. The object was solid and we could not hear any noise coming from it.

They could not see any doors or windows on the object nor any propellers or engines which would keep the object in the air. Suddenly, the base came alive. Sirens began screaming. Eichner could see numerous blue lights on police vehicles coming down the flight line and runway toward the weapons storage area at high speed. Jones turned and said to the crew, "We better get out of here!" They immediately did. The Security Police did not try to stop them. Their interest was in the object over the storage dump, not in the truck which was in a restricted area. The crew drove the truck back to its original location and watched from there. The scene at the weapons storage area was chaotic, with blue lights rotating around, and the vehicles' searchlight beams shining in all directions.

The men in the crew decided not to report what they had seen, because they had entered a restricted area and could have been arrested for the violation.

The object shut off its lights and disappeared, not to be seen again that night. The 42nd Police conducted a security sweep of the weapons storage area inside and out, with no results. Radar had once again briefly tracked the object heading for Grand Falls, New Brunswick, finally losing the unknown at Grand Falls itself.

Priority messages were sent to the National Military Command Center in Washington, the Chief of Staff of the Air Force, the Air Force Forward Operations Division at Fort Ritchie, Maryland, SAC Headquarters, and the 9th Air Force, 45th Division, advising them that an unknown object had penetrated the base and had been in the nuclear storage area.

Because of the activity of the previous two days, Col. Richard E. Chapman, Commander of the 42nd Bomb Wing, had requested air support in the form of a National Guard helicopter and crew that was currently located at Loring. He wanted to be ready in case the intruder returned on the night of the twenty-ninth. This request was sent through military channels and was approved with the following constraints: The helicopter was to be used for tracking and identification only; apprehension by U.S. personnel was not authorized. There was to be no crossing of international borders, and only U.S. personnel, preferably military, but including the FBI, FAA, and Border Patrol representatives, if necessary, could be on board the National Guard helicopter.

Orders were given to place the helicopter and crew on "Full Time Training Duty." This, in essence, federalized the National Guard helicopter.

Brig. Gen. C. D. Roberts, USMC, Deputy Director for Operations, National Military Command Center, established a conference call with Major General Burkhart at SAC and Chapman, informing them of their approval

Form 1  
ENTRY FORMForm 3  
ELECTRO-MAGNETICForm 4  
ANIMALForm 5  
PSYCHOLOGICAL/PHYSICALForm 6  
LANDING TRACESForm 7  
ENTITY

BGE

SUBMIT CHANGES

## CASE INFORMATION

Source: MUFON-CMS ▼  
 Case Number: 58305  
 Log Number: US-07232014-0025

## VALLEE RATING AND CATEGORY

Case Type (Vallee Classification): ? CE1  
 Category Rating: 2  
 Category Change Notes: .

## STAR TEAM INFORMATION

Star Team Case: No ▼  
 Star Team Manager Comments: Historical. Class V-CE-1-1 7-24-2014 00:28 cst rjl

## CASE ASSIGNMENT

Witness Caution: No ▼  
 Witness Caution Comments:

Report Assigned To (Primary Investigator): Field Investigator ▼ David L. Amsden (FL) ▼  
 Report Assigned To (Secondary Investigator): ----- ▼ ▼

State Director Comments:  
 to the FI assigned: This is a historical case. Let me know if you need help on this.  
 Please send an acceptance e-mail  
 Thank you  
 etlyngessdmufon@gmail.com

## CASE COMPLETION

Investigation Status: Completed ▼  
 Report Completed By: Field Investigator ▼ David L. Amsden (FL) ▼  
 Case Disposition: ? ← Click for a list of Disposition Definitions Unknown - UAV ▼ ← This menu will be activated when Completed is clicked in the Investigation Status menu.  
 Report Approved By: State Director ▼ Morgan A. Beall (FL) ▼

## PHOTO ANALYSIS OF REPORT

Photo Disposition:  
 Photo Analyst's Notes:

## FOR MUFON USE ONLY

Temperature (Fahrenheit): 82 F  
 Wind Direction: calm  
 Wind Speed: Calm  Mph  Kph  
 Ceiling: unlimited

## SUBMITTED BY

Title: Witness ▼ ▼  
 First Name: James  
 Last Name: Snyder  
 Country: UNITED STATES ▼  
 State (USA): Washington ▼  
 County (USA): King ▼  
 Street Address: 13663 SE 37th Street  
 City: Bellevue  
 Zip/Postal Code: 98006  
 Phone - Home: (425 ) - 641 - 9600  
 Phone - Work: (425 ) - 641 - 9600  
 Cellphone: (206 ) - 396 - 3399  
 Email: ksnyder949@centurylink.net

Email - Primary:

Email - Secondary:

Anonymous:

Yes

EVENT

Observed the following:

- Light(s) Object(s) Orb(s) Entity Abduction Crop Circle Animal Mutilation Radar Return

Number Observed:

- None 1 2 3 4-5 6-10 Over 10 Unknown

Date of Event:

July / 15 / 1975 Exact Approximate Date

Time of Event (Local Time):

14 - 2 PM : 0 America/Chicago (US Central Time) Exact Approximate Time

Duration of Event:

0 HRS 39 MINS 0 SECS

Country:

UNITED STATES

State (USA):

Florida

County (USA):

Bay

City (Nearest):

Panama Clty

Street Address:

18 miles off the Gulf of Mexico coast

Zip/Postal Code:

n/a

Latitude/Longitude:

Approx: 29.9268300000 / -85.9435450000
Exact: -1.0000000000 / -1.0000000000

Objects or Lights did the following:

- Changed Direction Hovered Affected Radio/TV Fluttered
Turned Abruptly Descended Affect Electricity Spun
Fell Like a Leaf Ascended Affect Magnetism Blinked
Absorbed Object(s) Over Powerlines Affect Timepiece Pulsated
Ejected Object(s) Over a Building Affect Engine Appeared Solid
Changed Shape Landed on Ground Affect Vehicle Had Fuzzy Edges
Cast Shadow Landed in Water Affect Animal Had Outline
Cast Light Carried Occupants Affect Human Wobbled
Reflected Light Communicated Affect Water Vibrated
Left a Trail Gave off Heat Affect Ground Glowed
Disintegrated Left Residue Affect Vegetation Appeared Transparent
Projected a Beam Removed Anything Affect Cell Phone Transformed Reality
Made a Noise Left Landing Traces Affect You Physically Affect You Psychologically
Caused Injury/Death Unknown N/A

Shape of Object(s):

- Blimp Boomerang Bullet/Missile Cigar
Cone Chevron Circle Cross
Cylinder Diamond Disc Egg
Fireball Flash Oval Saturn-like
Sphere Square/Rectangular Star-like Teardrop
Triangle Other Unknown N/A

Surface of Object(s):

- Dark Dull Reflective Glowing Mist/Shroud Varied Unknown

Structural Features of Object(s):

- None Dome Window(s) Patterned Surface Insignia Appendage(s) Louvres Wings Other Unknown

Apparent Size:

- Starlike Aspirin Penny Golfball Basketball Larger Unknown

Actual Size:

- Under 1 ft 1-3 ft 4-10 ft 11-30 ft 31-100 ft 101-300 ft Over 300 ft Unknown

Prominent Colors:

White: Grey/Lead: Surface Black: Gold/Copper:
Silver/Chrome: Pink/Rose: Red: Red-Orange:
Yellow-Orange: Yellow: Green: Green-White:
Blue-Green: Blue: Blue-White: Violet: Surface
Unknown:

Exterior Light Characteristics:

- None Unwavering Brightened Pulsated Flashed Sequentially Flashed Randomly Other Unknown

Emission:

- None Beam Flame Aura Cloud Trail Object Other Unknown

Sound:

- None Hum Buzz Jetlike Swish Whir Object Static Pulsating Beeping Rumble Roar Other Unknown

Also in Area:

- Airplane Helicopter Black Helicopter Balloon Searchlight Other
Before Witness Sighted UFO During UFO Sighting After UFO Sighting

Elevation: (if multiple sources or factors, check all that apply)

Degrees above horizon when nearest to witness: (0-90)
Various Other Unknown

Lowest Altitude: (if multiple sources or factors, check all that apply)

- Landed Treetop 500 ft or less Over 500 ft (under cloudcover) Over 500 ft (no cloudcover) Unknown

Distance From Witness:

- 20 ft or less 21-100 ft 101-500 ft 501 ft - 1 Mile Over 1 Mile Unknown N/A

Flight Path:

- Stationary Hovering then path Straight-line path Path with directional change Path then hovering Other Unknown

Direction First Observed:

- N NE E SE S SW W NW Unknown

Direction Last Observed:

- N NE E SE S SW W NW Unknown

Landing - Observation:

- No Landing Observed Aerial Path Hovering Descent Landing Take Off Ascent Unknown

Landing - Site / Material:

- None Found Unaffected Swirled Depressed Uprooted Discolored Baked Burned Scarred Broken
Crushed Footprint(s) Imprint(s) Crater Radiation Artifact Other Unknown

Landing - Soil/Vegetation Samples:

- None Found Exist Obtained Tested Submitted Unknown

Area/Site:

Sea

Area/Terrain:	Ocean
Area/Technical:	Other
Sky:	Clear
Weather Factors (check all that apply):	<input checked="" type="checkbox"/> None <input type="checkbox"/> Windy <input type="checkbox"/> Lightning <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Hail <input type="checkbox"/> Sleet <input type="checkbox"/> Snow <input type="checkbox"/> Heavy <input type="checkbox"/> Medium <input type="checkbox"/> Light <input type="checkbox"/> Unknown <input type="checkbox"/> Does Not Apply

Short Description of Event (max 25 words): [rjl] Two craft approx the length of 727's flew noiseless, vibrati

Detailed Description of Event: (cannot be edited)  
 My younger brother, who is a graduate military electronics engineer, and I (a recently discharged US Army Officer), while fishing in our 18' anchored boat, approx. 19 miles off the coast of Panama City Beach, Florida, saw two metallic craft approach from due west noiselessly at approx. 40-60mph and then hover over a US Navy undersea warfare manned research platform (building on pilings and the base for which is in Panama City Beach on St. Andrews Bay) that we were approx. only 100' ft from (security then was evidently very lax). As they were approaching from approx. 2-4 miles away, Navy frogmen were descending stairs to enter a rubber raft, however, when the craft became very close to the platform, the frogmen rapidly climbed back up the stairs into the facility, plainly suggesting that they had seen the craft as well. The two craft then hovered for 5-10 minutes at which time they were approx. 300 feet from our boat, and we could see the bottom half of the disc (elliptical shape from the side) was a purplish matte color on the bottom half (to the center horizontal parting line) and a silver matte color on the top half. They had no markings, windows, seams and were the most perfectly constructed appearing objects I've ever seen in my life (I'm a Master's graduate from a School of Architecture). They then moved in unison to the SE for approximately one mile, stopped, came back in reverse and hovered over the platform/facility and to our astonishment, then ascended at a 45 degree angle evidently at the speed of bullets, becoming in approx. 2 seconds just dots that vanished. Simultaneously, at that precise moment, two US Air Force Phantom jets from Tyndall AFB in Panama City (we deduced that from the direction of their approach) flew at approx. 100 feet altitude over our boat and at the precise top of the platform then sharply ascended, turning on their very noticeable afterburners (from the mind-numbing sound and heat felt) at a 45 degree angle, clearly locked on and pursuing in the precise direction the vanishing UFO's. If I had carried my recently purchased 35mm camera with 4X telephoto lens, I would have captured the clearest, most detailed photos of UFO's in world history with a US military facility in the foreground, since they were w/in 300' from us in very clear weather with cloudless blue skies.

Additional Evidence:	<input type="checkbox"/> Film Photo <input type="checkbox"/> Digital Photo <input type="checkbox"/> Analog Video <input type="checkbox"/> Digital Video <input type="checkbox"/> Audio Recording <input type="checkbox"/> Sketch or Drawing <input type="checkbox"/> Map <input type="checkbox"/> Other
----------------------	--

**WITNESSES**

Total Number of Witnesses:	2
----------------------------	---

Witness Release Agreement: (cannot be edited):

Location:	
-----------	--

Agreement:	
------------	--

Witness A - Name:	James (first name) Snyder (last name) <a href="#">CLICK TO COPY SUBMITTER NAME AND COUNTRY</a>
Witness A - Country:	UNITED STATES
Witness A - State (USA) or Province (Canada):	Washington
Witness A - County (USA):	King
Witness A - Street Address:	13663 SE 37th Street
Witness A - City:	Bellevue
Witness A - Zip/Postal Code:	98006
Witness A - Phone - Home:	( ) - -
Witness A - Phone - Work:	( ) - -
Witness A - Cellphone:	( ) - -
Witness A - Email - Primary:	ksnyder949@centurylink.net
Witness A - Email - Secondary:	
Witness A - Anonymous:	Yes
Witness A - Birth Date:	September / 9 / 1949
Witness A - Gender:	Male
Witness A - Occupation:	Engineer
Witness A - Educational Level:	Masters
Witness A - Educational Degree:	Engineering
Witness A - Vision:	Excellent
Witness A - Colorblind:	No
Witness A - Eyeglasses/Contacts:	Yes
Witness A - Hearing:	Excellent
Witness A - Uses Hearing Aid:	No
Witness A - Health (During Sighting):	Excellent
Witness A - Health (After Sighting):	Excellent

Witness B - Name:	Snyder (first name) Robert J. (last name)
Witness B - Country:	UNITED STATES
Witness B - State (USA) or Province (Canada):	Georgia
Witness B - County (USA):	Fulton
Witness B - Street Address:	unknown
Witness B - City:	
Witness B - Zip/Postal Code:	
Witness B - Phone - Home:	( ) - -
Witness B - Phone - Work:	( ) - -
Witness B - Cellphone:	( ) - -
Witness B - Email - Primary:	
Witness B - Email - Secondary:	
Witness B - Anonymous:	Yes
Witness B - Birth Date:	/ /



Witness B - Gender:	Male
Witness B - Occupation:	Engineer
Witness B - Educational Level:	Unknown
Witness B - Educational Degree:	
Witness B - Vision:	
Witness B - Colorblind:	
Witness B - Eyeglasses/Contacts:	
Witness B - Hearing:	
Witness B - Uses Hearing Aid:	
Witness B - Health (During Sighting):	
Witness B - Health (After Sighting):	
Witness(es): (Education, profession, experience summary)	U.S. Coast Guard Veteran and an Electrical Engineer by profession.

FIELD INVESTIGATOR REPORT

Please complete your investigation report here.

You may use the text box to the right or attach an Investigation report in MS Word format below. Please be sure to include all video, photo, audio, sketches or other data gathered from your investigation.

DATE OF SIGHTING: 1975-07-15 at 14:00  
 FINAL REPORT DATE: 2014-07-30  
 Field Investigator ID#: 20847  
 CASE#: 58305  
 BGE Results: Total Certainty Index is 15.81%  
 LATITUDE/LONGITUDE: 29.926830/-85.943545 Approximate

SYNOPSIS:

While fishing, the witness observed two disc shaped objects near a Navy research platform approximately 18 miles off Panama City, Florida in the Gulf of Mexico..

MULTIMEDIA ATTACHMENTS BY SUBMITTER

Submitter Media Release Agreement: Agrees

--- NO DATA ---

FILE ATTACHMENTS TO INVESTIGATION REPORT

File 1 ( <u>OverheadPanamaCity.JPG</u> ): Word Doc Report, Digital photos of site, etc.	<b>WARNING: Uploading new file will delete existing file</b> Choose File No file chosen
File 2 ( <u>WeatherGraph.JPG</u> ): Word Doc Report, Digital photos of site, etc.	<b>WARNING: Uploading new file will delete existing file</b> Choose File No file chosen
File 3 ( <u>CorroboratingStatement.rtf</u> ): Word Doc Report, Digital photos of site, etc.	<b>WARNING: Uploading new file will delete existing file</b> Choose File No file chosen
File 4: Word Doc Report, Digital photos of site, etc.	Choose File No file chosen
File 5: Word Doc Report, Digital photos of site, etc. [ADD MORE ATTACHMENTS]	Choose File No file chosen

SUBMIT CHANGES

Jan. 21, 1976; Cannon AFB, NM

Sometime before 3:55 a.m. MST. NMCC Memo: The following information was received from the Air Force Operations center at 0555 EST: "Two UFOs are reported near the flight line at Cannon AFB, New Mexico. Security Police observing them reported the UFOs to be 25 yards in diameter, gold or silver in color with blue light on top, hole in the middle and red light on the bottom. Air Force is checking with radar. Additionally, checking weather inversion data." (Actual FOIA document) Among other UFO researchers who arrived in Clovis were several members of the "UFO Study Group," which has about 40 members, mainly employees of the Los Alamos Scientific Laboratories the facility where the atomic bomb was developed in World War II. Police said scores of sightings were reported between 6 p.m. and 10:30 p.m. Friday an hour before the Los Alamos observers arrived. (Las Cruces SUN NEWS, Sunday Morning, Jan. 25, 1976)

Reports of the sightings have increased steadily since the first night. Most of the reports have been of faraway objects, but Town Marshal Willie Ronquillo of Texico said he followed a silent object about 300 yards over his car. Ronquillo said the object, which had green, yellow and blue lights, sped away at a high speed to the north. Lenore Hildebrand of the UFO center in Wisconsin said Jim Epps of Valley Center, Calif., would arrive in Clovis. She said an Air Force officer from Clovis called the center Friday night and told them he "had a very close sighting and was able to witness a type of vehicle that did maneuver and that was unlike any type aircraft he has ever seen." (Las Cruces SUN News, same as above)



THE JOINT STAFF

# N M C C

THE NATIONAL MILITARY COMMAND CENTER  
WASHINGTON, D.C. 20301

21 January 1976  
0630 EST

MEMORANDUM FOR RECORD

Subject: Report of UFO - Cannon AFB NM

Reference: AFOC Phonecon 21055 EST Jan 76

The following information was received from the Air Force Operations Center at 0555 EST:

"Two UFOs are reported near the flight line at Cannon AFB, New Mexico. Security Police observing them reported the UFOs to be 25 yards in diameter, gold or silver in color with blue light on top, hole in the middle and red light on bottom. Air Force is checking with radar. Additionally, checking weather inversion data."

J.B. MORIN  
Rear Admiral, USN  
Deputy Director for  
Operations, NMCC

MA  
VS0404-1976-0002


SUBJECT: Revision "A" to MA-76-07  
DATE: 28 April 1976  
FROM: Raymond E. Fowler  
TO: List

APRO  
CUFOS  
MUFON  
NICAP  
SAFO ICC

The following revisions/additions should be made to the recently submitted copy of UFO Report Fowler MA-76-07 (4 April 1976/Essex, MA)

- Sheet 8 - Item G - Change spelling of Mackenney to MacKenney
- Sheet 8 - Add Item M  
25 APRIL 1976 - Canvassed Sighting Area
- Sheet 11 - Add Item G  
25 APRIL 1976 - Telephoned residences of Sagamore Road and Sagamore Farm Road, Hamilton, MA, near USAF Radio Telescope Installation for additional witnesses/Negative results.
- Sheet 12 - Item V. A. - Change 1976 to 1975
- Sheet 36 - Replace Sheet 36 with Sheet 36, Revision A, attached to this Change Notice. (The incorrect side of the newsclip on this page was xeroxed.)

Respectfully submitted,

  
Raymond E. Fowler

REF/ref

113  
~~106~~

## IPSWICH CHRONICLE, MA

Page 6 - Week of April 7, 1976

## Letter

Looking forward  
to summer

To the Editor:

Here is my list of cars that stopped at my ice cream stand Robinson's 1975. I have a busy winter going on ski trips with my grandchildren, the Deschenes. Randy the 10-year-old won two silver medals on downhill racing events at Cranmore Mt., North Conway, he won a bronze one last year so we will wish for a gold one 1976.

Here are the states that stopped at my stand Mass., Virginia, Conn., New Hampshire, Maine, Rhode Island, Penn., Ontario Canada, Colorado, Michigan, Florida, Texas, Maryland, Vermont, Que-

bec, Illinois, New York, South Carolina, North Dakota, Ohio, Minnesota, North Carolina, Iowa, Utah, British Columbia, California, Louisiana, West Virginia, Alabama, Washington, D.C., Arkansas, Nebraska, New Jersey, Indiana, Oregon.

Prices on ice cream have gone up due to the 8 percent Mass. tax, but I will never give up the quality of my ice cream.

I use all pure flavors and hope things will get better later. All my supplies tripled in price in 1975, hope 1976 is going to be cheaper for all of us in business.

Sincerely,  
Mrs. M. K. Robinson  
Robinson's Ice Cream Stand  
Argilla road

## She's a believer

Continued from Page 1

"I couldn't say how big it was," she said, "but it was about at the height of a helicopter and really looked enormous ... much bigger than the full moon."

## Passengers Shouting

According to Mrs. Lerra her two passengers were shouting and pounding her arm and she was not even aware of it.

"I was certainly frightened," she said, "but I was fascinated by it as well."

She had stopped the car, but as the object came closer and appeared to hover over them, she said "we took off and didn't look back."

Apparently the same object was sighted about 20 minutes later near the South Parish House.

Donald Robichaud of Lynn and Cheryl Moon of 13 Arrowhead Trail both reported to police seeing an object hovering above the South Village Green which was very similar to that seen by Mrs. Lerra and the Stansfields.

Miss Moon said she first saw the object

And he said the Ipswich sighting, which he termed a "close encounter" is not an isolated incident.

"We've had a string of reports in January and February around the North Shore and southern New Hampshire," he said, "and they parallel this one pretty closely."

He said he had recorded sightings in Amesbury February 20 and in Salisbury February 12.

"We had a really close encounter reported in southern New Hampshire on the 10th and 24th of February," he said, "but officials didn't want to release the name of the town because they were afraid reporters would come around."

## Saucers and Struts

"In some of these cases people saw the saucers hovering right above the ground and actually saw struts sticking from the bottom."

So far, Fowler said he has no "normal" explanation for what the local people saw.

SUBJECT: UNIVERSAL COVER LETTER FOR UFO REPORTS - MA-76-06  
MA-76-07  
MA-76-08  
MA-76-09  
MA-76-10  
MA-76-11

FROM: Raymond E. Fowler

TO: List

APRO  
CUFOS  
MUFON  
NICAP  
SAFOICC

On April 4, 1976, multiple UFO sightings occurred within a 30-minute time span in the Essex/Ipswich, MA, areas. Each sighting is being investigated and reported on as a separate entity. Each is cross-referenced to the other as it appears highly likely that the same lighted object was the stimulus for all the reported sightings.

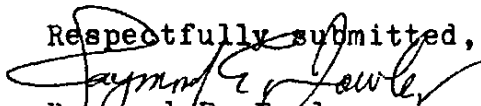
The attached annotated maps highlight witness/UFO location and the times of the reported UFO sightings. Where UFO movement was reported, an arrow designates UFO flight path/direction.

It may be significant that MA-76-07,08,09,10 & 11 were all sightings in the proximity of 3 USAF Antenna Installations. MA-76-06 could very well have been a sighting of the same UFO at a distance.

Each report, upon completion of investigation, will be sent to the above list. Additional witnesses are being sought through house-to-house canvassing in pertinent areas. Additional sightings within the date/time-frame will be investigated/reported to the above list.

This cover letter and attachments will be sent with each separate report to provide the researcher with a to-date composite overview of the thus-far investigated UFO sighting reports.

Respectfully submitted,

  
Raymond E. Fowler

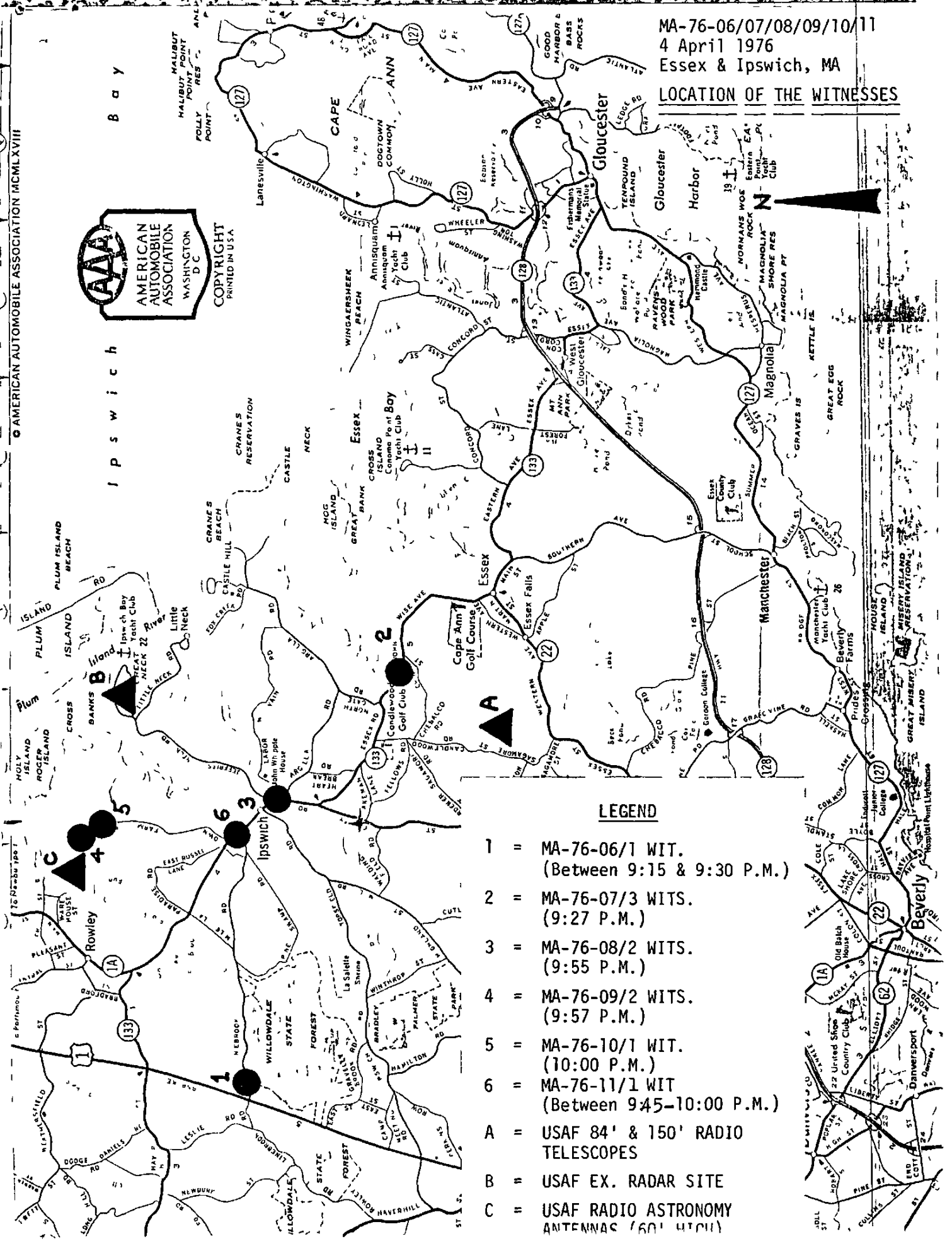
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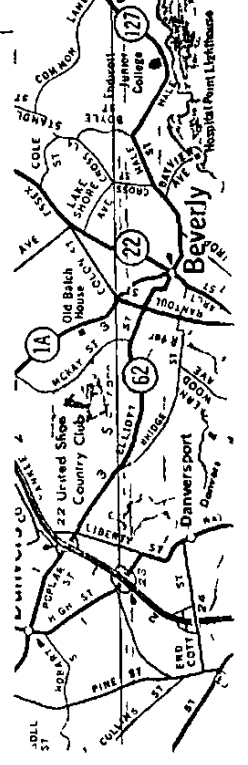
MA-76-06/07/08/09/10/11  
4 April 1976  
Essex & Ipswich, MA

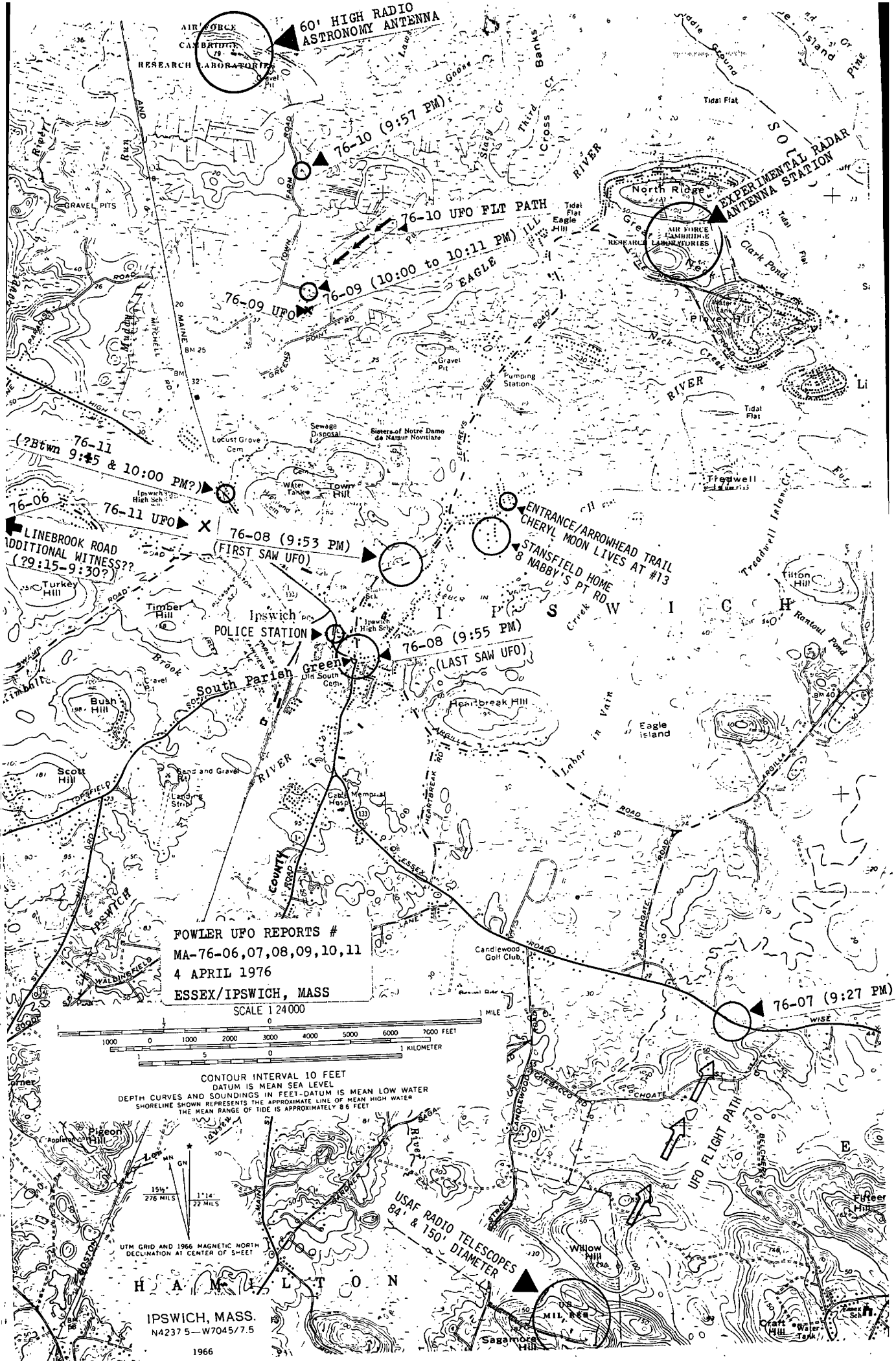
LOCATION OF THE WITNESSES



LEGEND

- 1 = MA-76-06/1 WIT.  
(Between 9:15 & 9:30 P.M.)
- 2 = MA-76-07/3 WITS.  
(9:27 P.M.)
- 3 = MA-76-08/2 WITS.  
(9:55 P.M.)
- 4 = MA-76-09/2 WITS.  
(9:57 P.M.)
- 5 = MA-76-10/1 WIT.  
(10:00 P.M.)
- 6 = MA-76-11/1 WIT  
(Between 9:45-10:00 P.M.)
- A = USAF 84' & 150' RADIO  
TELESCOPES
- B = USAF EX. RADAR SITE
- C = USAF RADIO ASTRONOMY  
ANTENNAS (60' HIGH)





AIR FORCE CAMBRIDGE RESEARCH LABORATORY  
 60' HIGH RADIO ASTRONOMY ANTENNA

EXPERIMENTAL RADAR ANTENNA STATION

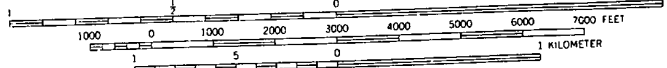
(?Btwn 76-11 9:45 & 10:00 PM?)

76-06 LINEBROOK ROAD ADDITIONAL WITNESS?? (9:15-9:30?)

76-08 (9:53 PM) (FIRST SAW UFO)

76-08 (9:55 PM) (LAST SAW UFO)

FOWLER UFO REPORTS #  
 MA-76-06,07,08,09,10,11  
 4 APRIL 1976  
 ESSEX/IPSWICH, MASS  
 SCALE 1:24,000



CONTOUR INTERVAL 10 FEET  
 DATUM IS MEAN SEA LEVEL  
 DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
 SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
 THE MEAN RANGE OF TIDE IS APPROXIMATELY 8.6 FEET

UTM GRID AND 1966 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

H A M L T O N

IPSWICH, MASS.  
 N4237 5—W7045/7.5

1966

USAF RADIO TELESCOPES  
 84' & 150' DIAMETER

UFO FLIGHT PATH

76-07 (9:27 PM)

USAF MIL. RES.

Sagamore Hill



FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MA.

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SUBJECT: UFO REPORT MA-76-07  
 TYPE OF REPORT(S): GENERAL (Form 1 & 2)  
 DATE OF REPORT(S): 20 APRIL 1976  
 DATE OF SIGHTING(S): 4 APRIL 1976  
 TIME OF SIGHTING(S): 21:27 E.S.T.  
 PLACE(S) OF SIGHTING(S) ESSEX, MA.  
 LOCAL EVALUATION: UNKNOWN (Graded "Significant") \*\*\*  
 TO: MUFON  
 FROM: Raymond E. Fowler  
 Director of Investigations

CC: APRO  
 CUFOS  
 SAFOICC  
 NICAP

\*\*\* - Probably same lighted object witnessed elsewhere in the same area and near time-frame. (MA-76-06,08,09,10,11)

SIGHTING BACKGROUND:

The witnesses filed a complaint in person at the Ipswich Police Department about 10:00 P.M., about a half-hour after sighting the UFO. The Ipswich Police phoned to inform me about 10:15 P.M.

SIGHTING ACCOUNT: (See also the attached transcript of taped interviews/interrogations in detailed back-up)

(Mary) Jean Lerra (39), Occupation/School-teacher of 8 East Street, Ipswich, MA. (617/356-0447); Patricia J. Stansfield (27), Occupation/School-teacher of 427 Lafayette Road, Hampton, N.H. (603/926-6633); and Donald Stansfield (14) of 8 Nabbys Point Road (617/356-5126) were returning to Ipswich, MA., on Route #133, from Essex, MA. They had just left the parsonage of Paster Frank Murray, 180 Western Avenue, Essex, MA. (617/768-7566) where they had attended a Sunday evening Bible Study about the Holy Spirit. Jean was driving with Patricia beside her in the front seat. Donald was in the back seat. The incident occurred between Choate Street, Essex, MA., and Northgate Road, Ipswich, MA., but within the boundary of Essex, MA., between 9:25 and 9:30 P.M. (See attached Topographical annotated map of this area.)

Donald called the others' attention to a very bright white light, which they dismissed as either a star or lights associated with the USAF Radio Telescope Installation at nearby Sagamore Hill, Hamilton, MA. However, they soon realized that the light was moving directly towards them from the SSW. As it got closer they could see many bright white lights on it. Curious, Jean stopped the car and rolled down her window to get a good look at the oncoming object which was so low that it appeared to be just above the tree-tops. A double row of white lights (20-50 lights each) could be seen as it closed rapidly on the parked car and slowed and then hovered about 300 feet away. The twin rows of lights were tilted to the observers' left and were so bright that they cast an aura which, at that time, hid the shape of the object. The lights shimmered or pulsated.

R. E. Fowler

UFO Report MA-76-07  
4 April 1976  
Essex, MA.

Jean rolled down the window to get a better look at the noiseless object. At that point, all the white lights blinked out and three colored lights came on. (Jean remembered blue and green. Patricia and Donald remember blue, green and red.) Just above the three colored lights a bluish luminous haze shone upward forming a roundish halo above it. The blue light reflected off the silvery surface of the object, which could be seen as saucer-shaped and tilted to their left. The blue light enveloped an upper central "round" section. (A dome?)

Jean became literally spell-bound and just stared out of her open left-side window, as if in a daze according to Patricia and Donald. Jean was totally oblivious to their hysteria and cries to drive away from the scene. The look in Jean's eyes (like she was hypnotized) added to Patricia's fright and she began pounding Jean on her shoulder and back to snap her out of it. Jean became aware of pain in her back and suddenly realized that Patricia and Donald were yelling at her to leave. Jean quickly got caught up in the frightening experience and drove away fast. No one looked back to see what happened to the hovering disk-shaped object because of their fear.

There was no electrical interference with the automobile's lights/ignition system. The radio was not on. The object's apparent size was compared to at least 1.5 times that of the full moon. Its real size was compared with a standard-sized house in width at the same distance away, i.e., 300 feet. Its altitude seemed to be at just above tree-top level. The white lights appeared to be as bright as automobile headlights at the same distance seen coming head-on. The weather was clear.

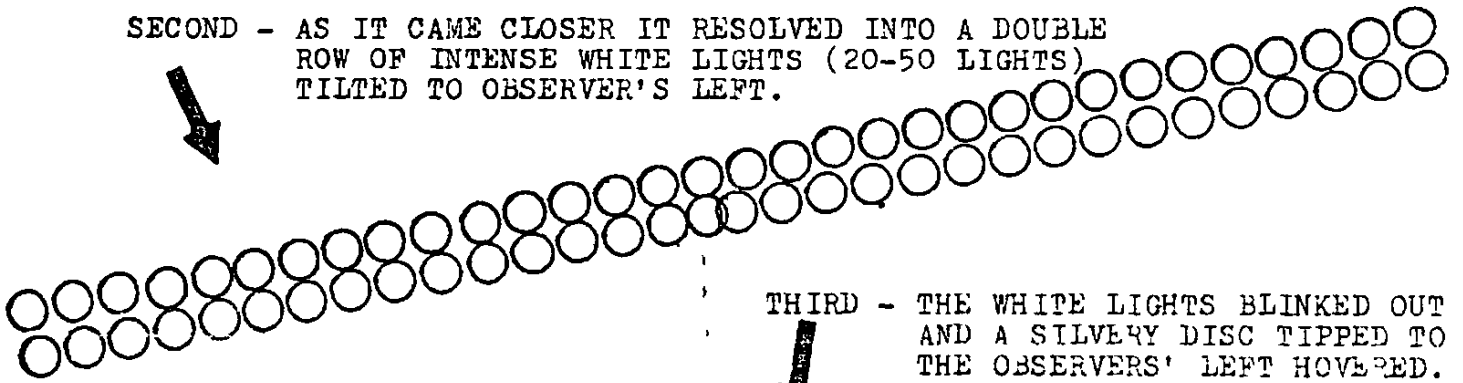
The trio headed directly for the Donald H. Stansfield resident, 8 Nabby's Point Road, Ipswich, MA., where Patricia had spent the weekend with her parents and brother, Donald. Estimated time-of-arrival was about 9:40 P.M. The total sighting duration was about 3-4 minutes or about 9:27-9:30 P.M. Mrs. Stansfield suggested that they phone Pastor Frank Murray. He, in turn, advised them to notify the police. It was decided to drive to the police station and file an official complaint rather than report the incident by phone. The three left the Stansfield residence about 9:50 P.M. Shortly after they left, Mrs. Stansfield's two cats, usually docile, began running and jumping all around the house - up onto furniture, under beds, etc. They had to be caught and put out. They had never acted in this manner before.

The witnesses arrived at the police station about 9:55 P.M. and reported their experience to Sergeant Carpenter, who took their statements (attached/detailed back-up) and phoned me at about 10:15 P.M. after locating me through the Hamilton and Wenham Police Departments. Jean Lerra talked to me from the Ipswich Police Station and I arranged an interview at a later date. However, Sergeant Carpenter received another UFO report (MA-76-08) and phoned to inform me about it at 11:00 P.M. He told me that the young couple who had phoned were on the way to the station and that he would phone me again when they arrived so that I could talk with them. At 11:05 P.M. Sergeant Carpenter phoned. He told me that he had the young couple there (MA-76-08) and that he was recalling the earlier witnesses (MA-76-07) to the police station. He asked me to come right down and interview them. I got dressed and left immediately for the Ipswich Police Station. (See SIGHTING INVESTIGATION for continuing details).

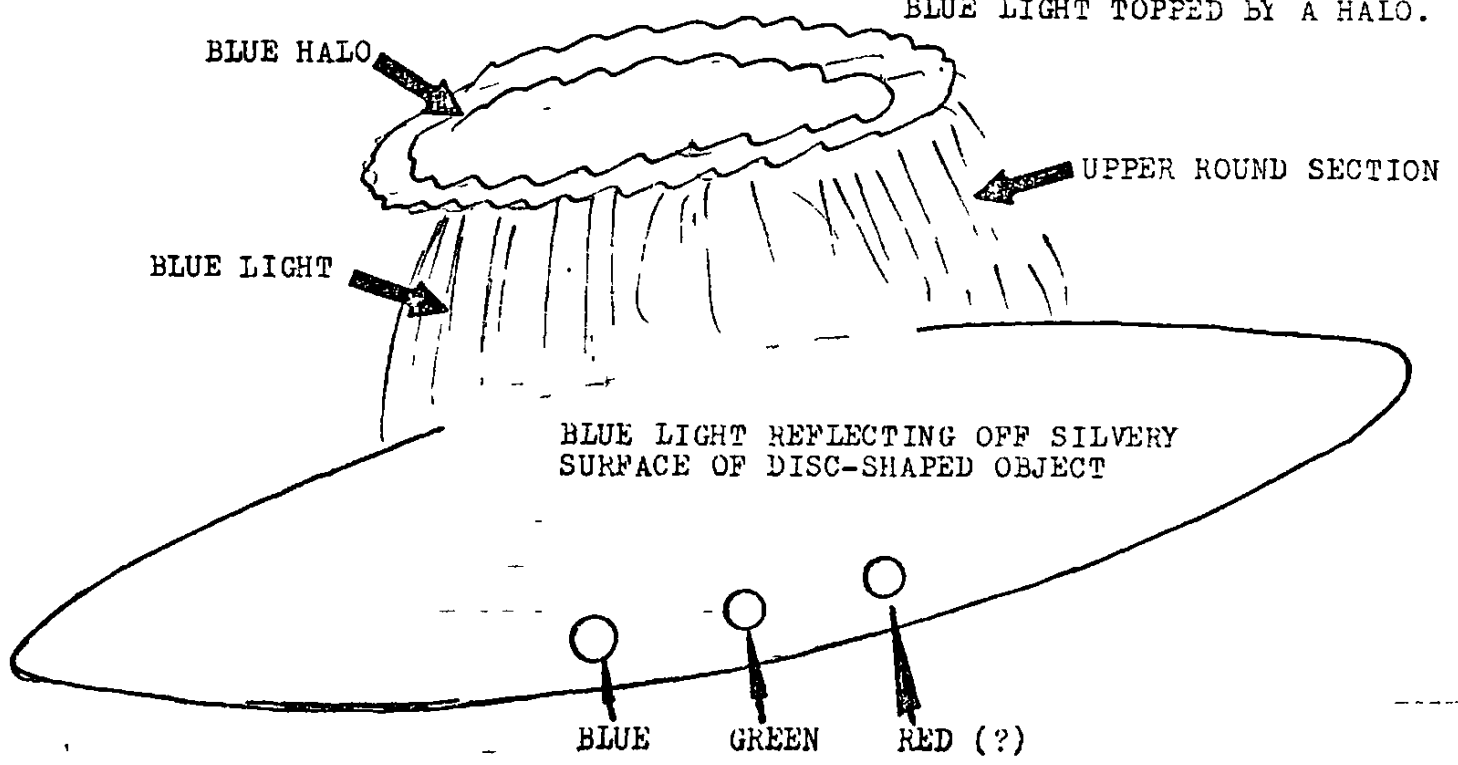
FIRST - A bright white light source which witnesses thought was a star.



SECOND - AS IT CAME CLOSER IT RESOLVED INTO A DOUBLE ROW OF INTENSE WHITE LIGHTS (20-50 LIGHTS) TILTED TO OBSERVER'S LEFT.

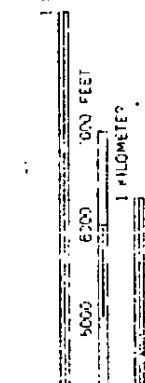
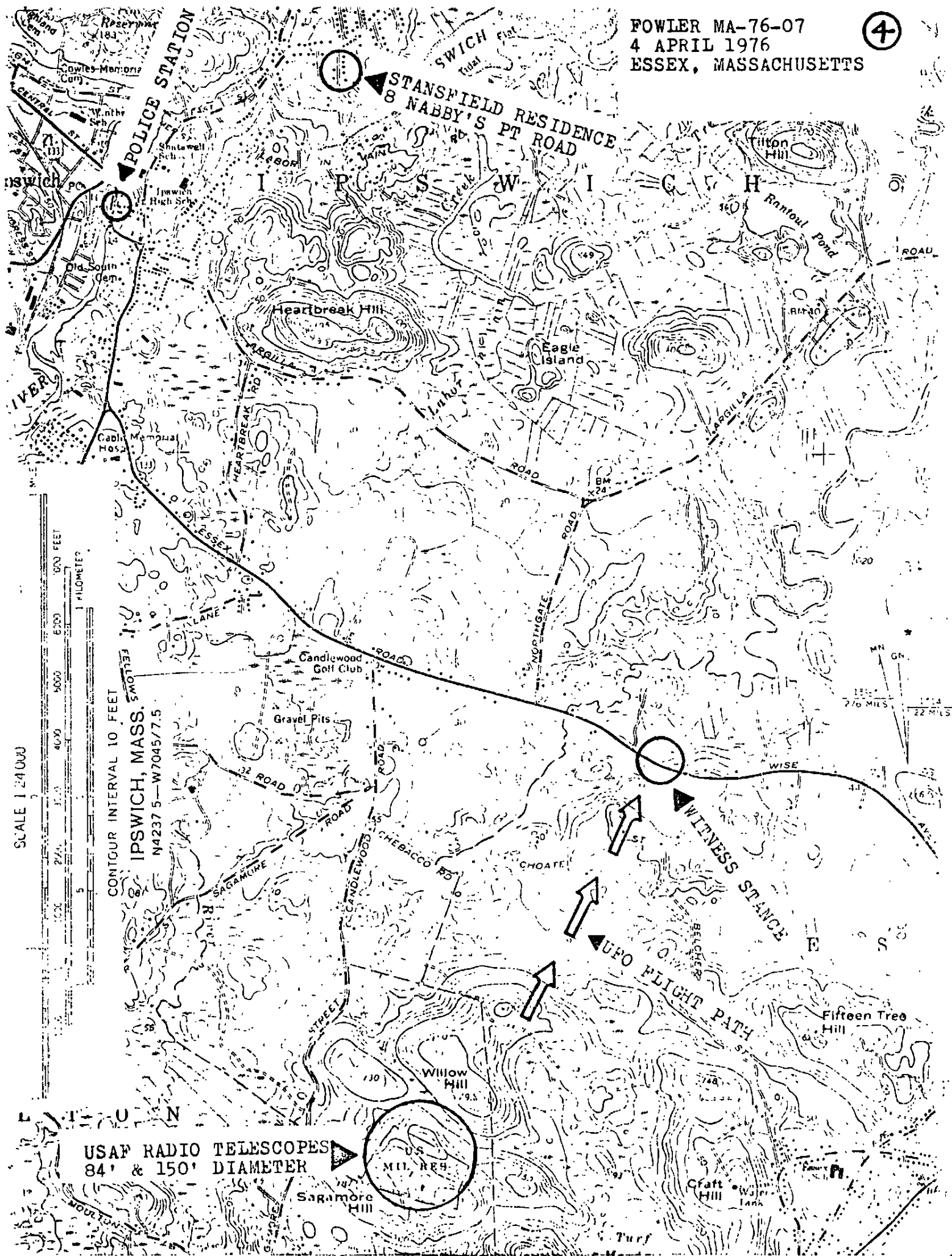


THIRD - THE WHITE LIGHTS BLINKED OUT AND A SILVERY DISC TIPPED TO THE OBSERVERS' LEFT HOVERED. IT HAD AN UPPER "ROUND" SECTION SURROUNDED BY UPWARD SHINING BLUE LIGHT TOPPED BY A HALO.

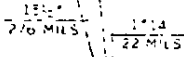


FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MASSACHUSETTS

4



CONTOUR INTERVAL 10 FEET  
IPSWICH, MASS.  
N42375-W7045/7.5



USAP RADIO TELESCOPES  
84' & 150' DIAMETER

FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MA.

5

DEPARTMENT OF THE AIR FORCE  
AIR FORCE GEOPHYSICS LABORATORY (AFSC)  
HANSCOM AIR FORCE BASE, MASSACHUSETTS 01731



REPLY TO  
ATTN OF. CA

19 April 1976

SUBJECT: Color Photograph of Radio Observatory

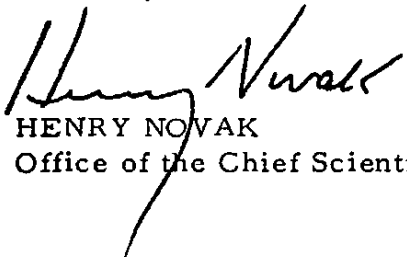
TO: Mr. R. Fowler  
Box 19  
Wenham, Mass. 01984

Dear Mr. Fowler

In keeping with your telephone call of Friday last, here is a photograph of the radio observatory at Hamilton, Mass. This photograph is sent to you in keeping with your advice to me that ABGp Information Office referred you to me for this photograph. The Information Office is aware that I have sent the photo to you.

I trust it suits your needs.

Sincerely

  
HENRY NOVAK  
Office of the Chief Scientist

1 Atch  
Photograph

USAF RADIO TELESCOPE INSTALLATION

SAGAMORE HILL, HAMILTON, MA.

(84' & 150' DISHES)

FOWLER MA-76-07

4 APRIL 1976

ESSEX, MA.



R. E. Fowler

UFO Report MA-76-07  
4 April 1976  
Essex, MA.

SIGHTING INVESTIGATION:

I. ACTIVITY LOG

A. 4 APRIL 1976

- 1) 10:15 P.M. - 10:25 P.M. - Received the UFO report from the Ipswich Police Department.
- 2) 10:30 P.M. - 11:00 P.M.
  - a. Phoned "Skyads"/Night Ad Plane Co.
  - b. Phoned USAF Radio Telescope Installation, Hamilton, MA.
  - c. Phoned USAF Antenna Station, Ipswich, MA.
  - d. Phoned Beverly Airport
  - e. Phoned FAA (Boston Logan Airport & Center, Nashua, N.H.)
  - f. Phoned USCG Merrimac Station, Newburyport, MA.
  - g. Phoned many local police stations.
- 3) 11:00 P.M. - Received another report (MA-76-08) from the Ipswich Police Department.
- 4) 11:05 P.M. - Received request from Ipswich Police to come to the Police Station to interview witnesses.
- 5) 11:30 P.M. - Arrived at Ipswich Police Station to interview witnesses.

B. 5 APRIL 1976

- 1) 12:20 A.M. - Drove witnesses from Police Station to Sighting Area to take azimuth and elevation readings.
- 2) 9:30 P.M. - Phoned Lewis' Oyster House, Essex, MA.
- 3) 9:35 P.M. - Phoned witnesses' Pastor.
- 4) 9:45 P.M. - Phoned (Mary) Jean Lerra.
- 5) 9:55 P.M. - Phoned Patricia Stansfield's mother.

C. 6 APRIL 1976

- 1) 7:55 P.M. - 8:40 P.M. - Phoned Ipswich, Hamilton, Salem, and Beverly, MA., Police Stations.
- 2) 10:00 P.M. - 10:30 P.M. - Interviewed (Mary) Jean Lerra again but at her home.



R. E. Fowler

UFO Report MA-76-07  
4 April 1976  
Essex, MA.

D. 7 APRIL 1976

- 1) 9:20 A.M. - Phoned Chamberlayne Jr. College, Boston, MA.
- 2) 10:00 A.M. (?) - Phoned USAF Installations at Hamilton and Ipswich, MA.
- 3) 11:05 A.M. - Phoned Hanscom AFB PIO.
- 4) 11:30 A.M. - Phoned Winnacunnet H.S., Hampton, N.H.
- 5) 1:05 P.M. - Received call from Hanscom AFB PIO.

E. 9 APRIL 1976

- 1) 9:30 A.M. - 3:15 P.M. - Performed Man-made object check.
- 2) 4:00 P.M. - Phoned National Weather Service at Boston, MA., and Portland, ME.

G. 10 APRIL 1976

- 10:00 A.M. - 12:30 P.M. - Performed house-to-house check in sighting area.
- 1:00 P.M. - 1:30 P.M. - Interviewed Margaret Mackenney.

H. 11 APRIL 1976

- 1) 2:00 P.M. - 4:30 P.M. - Transcribed taped interviews.
- 2) 8:00 P.M. - 10:00 P.M. - Transcribed taped interviews.

I. 12 APRIL 1976

- 9:45 A.M. - Phoned Plum Island Airport Manager.

J. 15 APRIL 1976

- 3:30 P.M. - Phoned "Ipswich Chronicle" to run ad for additional witnesses.

K. 16 APRIL 1976

- 3:15 P.M. - Phoned AFGL for photograph of Radio Telescopes at Sagamore Hill, Hamilton, MD.

L. 20 APRIL 1976

- 1) 9:50 A.M. - Phoned NASA, Wallops Is., Va. & Eglin AFB, FLA.
- 2) 10:35 A.M. & 3:00 P.M. & 4:15 P.M. - Phoned SAC Headquarters, Offutt AFB, Nebraska

II. THE INTERVIEW AND INTERROGATION (See also Taped Interview Transcripts)

A. 4 APRIL 1976

I arrived at the Ipswich Police Station at 11:30 P.M., two hours after the initial sighting, and set up a tape recorder in a room set aside for me by Sergeant Carpenter. I then proceeded to interview the witnesses and had them fill out Form 1's. I received photostats of the witness' complaints from the police, checked over completed Form 1's, briefly talked to "Ipswich Chronicle" and "Ipswich Today" newspaper reporters and then left to examine the sighting area with the witnesses in my car.

The witnesses were apprehensive and nervous as we drove into the sighting area. A distant airplane's lights startled them at one point as they thought it might be the UFO coming back. Donald impressed me as being a real nice boy. He was excited and overwrought by this unusually late-night experience. Patricia and (Mary) Jean were well-dressed, soft-spoken and well-mannered. Patricia was very nervous and let Jean do most of the talking. They wanted me to tell them what the object was. They told me that it must be a secret government device. My personal impression was that all three witnesses were telling the truth. The Fair Haven Chapel, of which they were members, is well known in the area for its high moral teachings and values. Both women are articulate and well-educated. Jean has a B.S. in Business Administration and teaches at Chamberlayne Jr. College in Boston. Patricia has a B.A. in English and teaches at the Winnacunnet High School at Hampton, N.H. I came away from this initial interview with Group I feeling that the witnesses, although not trained observers, were none-the-less reporting their UFO experience as accurately as they were able.

The sighting area was bordered by a vast strip of marshland to the witness' right (Northerly) and fields, woods and hills to their left (Southerly), over which the UFO approached them. Interestingly enough, the UFO's flight path was about in a direct line from the USAF Geophysics Lab Radio Telescope Installation on Sagamore Hill, Hamilton, MA., about 8000 feet SSW of the Group I sighting position. (See Topographical Map.) It was unmanned and unguarded internally on the evening of the UFO sighting. The USAF depends upon local police to check site security periodically.

B. 6 APRIL 1976

I arrived at the home of (Mary) Jean Lerra at 10:00 P.M., set up my tape recorder and questioned her further regarding the time sequence of events; possible after-effects; her personal interests; etc., to get a better impression of her personality.

Jean lives in a duplex house - "The Matthew Perkins House" - which is one of the historical buildings in Ipswich. I found her home clean and very simply decorated and furnished. I saw no TV. There was a modest stereo set-up. The books in her book shelves were mostly Classics and National Geographic magazines. A Bible and Church Hymnal were lying on a nearby

R. E. Fowler

UFO Report MA-76-07  
4 April 1976  
Essex, MA.

B. 6 APRIL 1976 - Continued

coffee table. She answered all questions calmly and in a matter-of-fact way. She had not experienced any side-effects such as eye-strain, headaches, etc., after the UFO sighting. She wished that she had not driven away from the UFO and said that she would have stayed had it not been for the hysteria of Patricia and Donald. She felt that what she saw was "beautiful," a "miracle," and that watching it had given her a real feeling of peace and wonderment. She was now considering the possibility that it was from another planet and felt that it meant no harm.

III. ADDITIONAL WITNESS CHECK

A. 4 APRIL 1976

1) FAA Air Traffic Control Center, Nashua, N.H. (603/889-1171)

No UFO reports called in - no uncorrelated radar targets or unusual activity noted in operator logs.

2) FAA Control Tower, Logan Airport, Boston, MA. (617/567-2828)

No UFO reports called in - no aircraft with lighting such as witnesses described flying in the area.

3) USCG (Merrimac Station), Newburyport, MA. (617/465-0731)

No UFO reports called in - no UFO's sighted from there.

4) Essex, MA., Police (617/768-6628)  
Manchester, MA., Police (617/526-1212)  
Rowley, MA., Police (617/948-3388)  
Wenham, MA., Police (617/468-4000)

Essex and Rowley Police had heard about the Essex and Ipswich reports via radio from the Ipswich Police and via a phone call from a friend of the witnesses, but had not received any new UFO sighting reports nor had any officer reported seeing a UFO.

B. 5 APRIL 1976

Lewis' Oyster House, Essex, MA. (617/768-6551)

Situated East of Northgate Road on Route #133. No customers had reported sighting a UFO to manager on the previous night of the UFO sighting.

C. 6 APRIL 1976

1) Ipswich, MA., Police Station (617/356-4343)

No additional witnesses had phoned in.

R. E. Fowler

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III. ADDITIONAL WITNESS CHECK - Continued

- 2) Hamilton, MA., Police (617/468-4421)  
Salem, MA., Police (617/744-1212)  
Beverly, MA., Police (617/922-1212)

No additional witnesses had phoned in.

D. 10 APRIL 1976

I interviewed Margaret MacKenney of 293 Linebrook Road, Ipswich, MA., between 1:00 P.M. and 1:30 P.M., who may have been an "additional witness." (See her report - MA-76-06)

E. 11 APRIL 1976

I performed a house-to-house check of the sighting area along Essex Road (Route 133), Choate Street and Chebacca Road.

- 1) No additional witnesses could be found.
- 2) Mrs. Susan Ellis, 185 John Wise Avenue, Essex, MA., (Wise Avenue on Topographical Map) told me that sometime between 9:00-9:30 P.M. their TV set experienced interference for 2-3 minutes. (Horizontal lines on screen.) She said her husband was mad about it and threatened to "throw the set out" as it had just come back from the repair man. However, there was no more trouble after that.

NOTE: I found no one who was outside in the area during the sighting. All were either inside or away at the time.

NOTE: Someone in the near vicinity of the MA-76-08 UFO Report also reported the same type of interference during the date/place/time-frame of that UFO sighting which took place only 25 minutes later. See MA-76-08 "ADDITIONAL WITNESSES."

F. 15 APRIL 1976

Arranged with "Ipswich Chronicle" to run an article requesting other witnesses to report their experience to me with promise of anonymity as desired.

(NOTE: See separate UFO reports MA-76-06,08,09,10 & 11 for additional witnesses who probably saw same UFO just minutes prior to and after the UFO sighting.)

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IV. NATURAL PHENOMENA CHECK

A. MOON

The moon was five days old (waxing crescent), about 25°-30° elevation in the constellation "Taurus," and slightly (about 5°-10°) North of West in Azimuth. The UFO was in the SSW. It was seen by the witnesses during the sighting time-frame and was not misinterpreted.

B. STARS

Sirius was prominent in the Southwest but would not fit the witnesses' description of the UFO.

C. FIREBALL

A check with the SLPG at Smithsonian indicated no fireball reports had been received for the sighting date/time-frame. Witness description and sighting duration would negate a "fireball" answer.

V. MAN-MADE OBJECT CHECK

A. "SKYADS" Night Ad Plane - (617/273-2898 - Joseph Budina) - grounded since 1 September 1976.

B. "SKYLAB" SATELLITE - Transited 7:16 P.M. 25° NW (SW - NE) = Not applicable.

C. FAA

1) Traffic Control Center, Nashua, N.H. (603/889-1171)

2) Control Tower, Logan Airport, Boston, MA. (617/567-2828)

(No unconventional aircraft known to be in sighting area - no uncorrelated targets noted by operators.)

D. HELICOPTOR(S)

1) USCG, Otis AFB, Cape Cod, MA. (617/563-7111) - None airborne.

2) USN, Weymouth, MA. (617/335-5600) - None airborne.

3) USN, Brunswick, ME. (207/921-2689) - None airborne.

4) USAF, Pease AFB, Portsmouth, N.H. (603/436-0100) - No helicopters.

5) N.G., Otis AFB, Cape Cod, MA. (617/968-4152) - Only fly Tuesday/Thursday.

6) N.G., Fitchburg, MA. (617/345-4800) - Only fly Tuesday/Thursday.

7) USA, Fort Devens, Ayer, MA. (617/796,3911) - None airborne.

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D. HELICOPTOR(S) - Continues

- 8) Wiggins Airways, Norwood, MA. (617/762-5690) - None airborne.
- 9) Mass. Aeronautics, Boston MA. (617/727-5350) - None airborne.
- 10) Fisheries Wildlife, Inc., Boston (617/727-3190) - None airborne.
- 11) Boston Air Taxi, Beverly Airport, MA. (617/922-4177) - Note in area (Mr. Robert Westfall)
- 12) U.S. National Park Service, Boston, MA. (617-223-3765) - No helicopters.
- 13) Digital Equipment Corp., Maynard, MA. (617/646-8600 - X6696)  
On ground by 7:30 P.M. on Sunday. Flies only in Boston area.  
Ref. Paul McGowan.
- 14) N. Atlantic, Beverly Airport, MA. (617/774-7755) - No helicopter now.
- 15) Flight Test Facility, Hanscom Field, Bedford, MA. (617/274-8250)  
No helicopter now.
- 16) WBZ, Boston, MA. (617/787-7000) - Not airborne.
- 17) Plum Island Airport, MA. (617/462-2114) - No helicopters. Few fixed-wing light aircraft with conventional lighting airborne, but sighting area is not near the landing approach. No aircraft from there would fly low in sighting area. (Mr. Hordon, Manager.)

E. FLARES (Magnesium/dropped by USAF bombers)

There were occasions, especially in 1967, that bright strings of magnesium flares, parachute-dropped by B-52 SAC bombers in ADIZ zones off the coast of Connecticut, Massachusetts and New Hampshire, caused UFO reports. Their appearance was that of a string of bright lights appearing and disappearing in sequence as each flare appeared and disappeared in sequence as each sequentially ignited and burned out one at a time. A flare hypothesis is rejected because:

- 1) Witnesses' impression was that of a point light source which approached rapidly, resolving itself into a sizable disc-shaped object which abruptly stopped and hovered several hundred feet away at tree-top level.
- 2) The tilted, stationary, steady double row of lights does not fit flare description.

- 3) The witnesses were looking over a land area, not out to sea, where such flares are dropped. A line-of-sight distance to the U.S. "Warning Area" off the Southern Coast of Massachusetts (Rhode Island Sound area) is about 100 miles distant. This type of flare, with a rating of 2,000,000 candlepower, can be seen at distances up to 50 miles or so depending upon atmospheric conditions and the nature of the viewer's horizon. Such flares would appear as bright pinpoints of light extremely low on the observer's horizon, which, in this case, would have been obstructed by trees and hills. Such flares would not be dropped over land areas.
- 4) I checked with USAF SAC Headquarters, Offutt AFB, Nebraska (402/291-2100). SAC Command Post referred me to a Maj. Morganti (X4947) or, direct, 402/294-4947, who queried SAC bases to see if any SAC exercises involving flare drops were operating off the southern coast of Massachusetts. He found that there was no activity in that area. (Sunday is a slow day for SAC.)

F. ATMOSPHERIC TESTS/RESEARCH ROCKETS:

Periodically, NASA launches rockets which release bright glowing clouds of Sodium and Barium gases for atmospheric tests which can be observed along the Eastern U.S. Seaboard and Canada as well as up to 600 miles or so inland. These experiments have caused UFO reports. Since the observers were looking about Southerly, a check was made regarding this possibility.

- 1) NASA, Wallops Island, Virginia (804/824-3411) (Ext. 584)

Joyce Milliner, Public Affairs, informed me that there had been no such launches in April.

- 2) Eglin AFB, Florida (904/882-3933)

I was informed that such launches are no longer made from this installation which usually only fires target missiles.

VI. OTHER POSSIBILITIES

A. HOAX

A consistent sighting account coupled with the positive results of a character background check on the witnesses indicate that a hoax is highly unlikely.

B. HALLUCINATION

The stable background of the witnesses would render such a possibility as highly unlikely. This is further negated in that there were three individuals making independent observations. Other sightings in the area of a similar object within the next 30 minutes also tend to negate a hallucination.

C. PYSCHIC PHENOMENA

I do not believe that such phenomena were responsible for this or other similar UFO sightings in the area. However, I have no expertise in the area of psychic phenomena studies.

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VII. WITNESS BACKGROUND CHECK (Treat "Confidential")

A. WITNESSES' MINISTER

Rev. Frank Murray (Fairhaven Chapel, Western Avenue, Essex, MA.) of 180 Western Avenue, Exxes, MA. (617/768-7566) is intimately acquainted with the three witnesses and assured me that all were completely trust-worthy. He was the first to talk to them (by phone) about fifteen minutes after the incident. He described (Mary) Jean as a stable, calm, well-groomed and well-educated woman who was not give to making snap judgments. Patricia was all of these things as well, except she was a high-strung person and much more frightened by the UFO experience than (Mary) Jean. Donald was described as a well-behaved boy who was also frightened and very excited about the sighting. His mother, Mrs. Stansfield, had just talked with him by phone and said that Donald hardly slept the night of the incident and has finally dropped off to sleep just before she phoned him. The incident had quite an unsettling effect on Donald.

B. EMPLOYER (Mary Jean Lerra)

I phoned (Mary) Jean's employer, The Chamberlayne Junior College, 128 Commonwealth Avenue, Boston, MA. (617/536-4500) and was transferred to Mr. Samuel Alex, Director of Personnel. He told me that (Mary) Jean had worked there for about two and one-half years. Her absentee record was nearly perfect (missed perhaps 2-3 days); she was always prompt; very well-liked by the students; and very responsible. Sometimes, he said, "she was too honest." He said that in his estimation she could be fully trusted.

C. EMPLOYER (Patricia J. Stansfield)

I phoned Patricia J. Stansfield's employer, The Winnacunnet High School, Hampton, N.H. (603/926-3395) and talked to Mr. Eugene Holly, Principal. He told me that Patricia was a fine young lady, a good teacher (English) and that there was no doubt in his mind that she would every "make up a story." Patricia had confided in him about the incident and he believes she really did see something.

SIGHTING EVALUATION

I. ANALYSIS

A. WEATHER (As reported by witness vs. NWS)

- 1) Witness of this UFO sighting and those of other UFO sightings in this same area of Essex and Ipswich, MA., reported that the skies were clear between 9:27 P.M. and 10:00 P.M. and that the stars and moon were shining brightly.
- 2) I live in Wenham, just a few miles of Essex and Ipswich. I observed clear bright skies prior and after being called out to perform an on-site interview on the night of 4 April 1976.



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NATIONAL WEATHER SERVICE DATA

	<u>BOSTON, MA.</u> (25 Miles South)		<u>PORTLAND, ME.</u> (75 Miles North)	
	<u>9:00 P.M.</u>	<u>10:00 P.M.</u>	<u>9:00 P.M.</u>	<u>10:00 P.M.</u>
TEMPERATURE	46°	45°	33°	33°
WIND DIRECTION	NW	NW	NW	W
WIND SPEED	8 Knots	12 Knots	11 Knots	15 Knots
CEILING	12,000' Scatr'd. 25,000' Thin	13,000' Scatr'd. 25,000' Thin	Clear	Clear
VISIBILITY	15 Miles	15 Miles	20 Miles	20 Miles

3) I see no serious conflict between the observations of the witnesses and myself and the NWS observations. At the time, a weather front was moving out to sea on NW winds. The NWS at Portland best reflects conditions in the sighting area in my estimation.

B. AIRCRAFT MISIDENTIFICATION (See man-made object check)

Since my investigation essentially eliminated the presence of helicopters and unconventional aircraft in the area, this leaves the possibility that the witnesses could not identify a low-flying light aircraft. I talked to someone during my house-to-house check who had seen a light aircraft fly low over the nearby Candlewood Golf Course on the evening of 6 April 1976. However, it was conventionally lit and easily recognized as such. The double row of dozens of shimmering white lights certainly does not fit the description of landing and/or strobe lights on light and/or heavy aircraft. The smaller steady blue, green and red (?) lights which were noted when the rows of white lights blinked out were also not conventional. The conventional lights on an oncoming aircraft would consist of a steady red and green light spaced laterally as far apart as practicable and would appear to the observer as a green light (left) and a red light (right). Most likely the aircraft's rear position steady white light would have been seen as well as its rotating (blinking) red anti-collision light. These were not seen by the witnesses. No aircraft noise was heard and yet the house-sized object appeared to be hovering just above the trees only 300 feet away. The object looked like a silvery disk, tipped edge-wise to the observers' left. A top central portion seemed "round" and was surrounded by a blue light which shone upward and around it, causing a halo-like effect on its crown. I know of no conventional aircraft that could give this impression which, in essence, is a description of the typical "domed disk" historically reported throughout the world.

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B. AIRCRAFT MISIDENTIFICATION - Continued

Another unconventional factor to consider is the speed with which the noiseless object closed on the moving and then parked automobile. It changed from a point source of light to an object as big as a house 300 feet away in just a few minutes, as it slowed to a complete halt mid-air at tree-top level. The fact that there were several additional/independent reports of unconventionally-lighted objects in the general area within the next half-hour adds to the probability that an unconventional object was indeed observed by reliable witnesses.

C. WITNESS REACTION

An interesting facet of this incident pertains to the varied witness reaction. Patricia and Donald's initial curiosity turned to genuine fear and hysteria. The driver, (Mary) Jean Lerra, reacted differently. Patricia told me that Jean's eyes had a funny look as she gazed out the open car window at the hovering object. She said that she looked "hypnotized" and seemed to be unaware of their yelling at her to drive out of the area. Patricia said that this scared her even more and that she began pounding Jean on her back and shoulders.

Jean told me that she was completely enrapt with the appearance of the object and its lights. She said a wonderful feeling of peace and awe flooded through her. She was not aware of the fearful commotion caused by Donald and Patricia until she started to feel a "pain in her back!" It was Patricia's fist pounding her! Then, she got caught up in the group fear of the object and whisked off. She claims that she did not want to leave prior to that.

Could it be that we have another example of apparent mind-control instigated by intelligences within the object? (cf. reports such as the Hill's incident when Barney Hill claimed telepathic contact inducing him to stay put and not run away). Or, is it just a case of a different personality reacting in an independent way, i.e., being "awe-struck" rather than "fear-struck." Repeated questioning has not produced a satisfactory answer. Jean did not report any strange physiological effects or sounds. To her, it was a natural reaction. To the others, it seemed abnormal, as if she had lost contact with reality as she gazed at the object.

D. E-M EFFECTS

Other than (Mary) Jean Lerra's strange reaction to the object's presence, there were no other effects noticed. The car engine and lights remained running. There was no electromagnetic disruption of its ignition system, lights, etc. The radio was not turned on..

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E. SIGHTING AREA

The section of Route 133 where the witnesses were parked is fairly desolate. It is bordered by marshland to the North and woods, fields and farm-land to the South. Of great interest is the fact that the object seemed to have passed nearby or over the USAF Radio Telescope Site at nearby Sagamore Hill, Hamilton, MA., an area of "technical interest." An extension of its reported flight path (prior to its hovering mode) would have placed it over the USAF Experimental Radar Station, Great Neck, Ipswich, MA., about 3.5 miles North of the witnesses sighting stance. Also of interest is that another UFO sighting about thirty minutes later was in very close proximity to USAF Radio Astronomy Field Site #1 (five miles to the NW) and located in a rather desolate area of Ipswich, MA., on the edge of marshland. (Being disassembled/deactivated.) (See MA-76-09,10,11)

F. WITNESSES SKETCHES

The sketches on the Form 1's are at the best "impressions" initially drawn for the Police prior to my arriving at the Police Station. I have retained them in a "just as" position even though their verbal description is more picturesque. In essence they all saw a white light source grow rapidly in size to a double row or string of white lights the length of a house at a distance of 300 feet. The lights blinked out leaving a blue, green (and perhaps) red light in a more compact straight line and a blue light which illuminated a lower silvery disk and which surrounded another central round portion seen dimly through the blue light, which shone upward forming a halo. (See my attempted sketch based upon witnesses' description.) None felt that they could draw well enough to recapture it on paper.

One could speculate that Margaret MacKenney, 293 Linebrook Road, Ipswich, MA., caught a glimpse of the oncoming UFO in the distance. (See MA-76-06.) Then, the UFO passed over/near the USAF Radio Telescopes on Sagamore Hill, Hamilton, MA., on a surveillance mission and was headed toward the USAF Experimental Radio Antenna Site at Great Neck, Ipswich, MA. Since (Mary) Jean, Patricia, and Donald were in the UFO's flight path and had stopped on the then-deserted road, the UFO stopped momentarily to examine the parked car and its occupants. After the car took off, it may have continued on to Great Neck, Ipswich, to survey the USAF Radar Site and then swung around to follow the witnesses car unseen at a higher altitude to the Stansfield's home. Its presence may have caused the afore-mentioned "cats reaction" at the Stansfield home. It was next briefly seen by two other witnesses (See MA-76-08) as it hovered over the South Parish Green, Ipswich, MA., only 750' (as the crow flies) from the Police Station, where at that moment (Mary) Jean, Patricia and Donald were filing their report. Had the object followed them to the Police Station? (A human behavior/reaction study?) (MA-76-08) When the two other witnesses stopped their truck to look at the object it sped off and was next seen hovering and maneuvering a few minutes later near the end of Town Farm Road, Ipswich MA., where yet another USAF Installation was located (USAF Radio Astronomy Field Site #1). (See MA-76-09 and MA-76-10.)

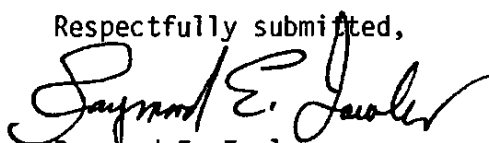
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I. CONCLUSION

It is significant that this report is one of 6 independent reports of aerial phenomena considered strange by the observers, which were reported in the same general area, and within the same thirty-three minute time slot. This, in my estimation, further supports the witnesses' contention that they had, in fact, observed an unconventional-appearing aerial vehicle. However, this report could also stand alone in this respect. I would evaluate it as being in the Close-Encounter/"Significant" unknown category.

Respectfully submitted,



Raymond E. Fowler

TRANSCRIPT OF TAPED INTERVIEW (S)

REF - Raymond E. Fowler  
MJL - (Mary) Jean Lerra  
PJS - Patricia J. Stansfield  
DS - Donald Stansfield

REF - WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?  
MJL - WE WERE DRIVING FROM ESSEX TO IPSWICH ON ROUTE 133 AND WE WERE BETWEEN CHOATE STREET AND LEWIS' OYSTER HOUSE. (Note: Just above Northgate Road/ref)  
REF - WHAT MADE YOU FIRST NOTICE THE OBJECT?  
MJL - A BRIGHT WHITE LIGHT IN THE SKY.  
REF - WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?  
MJL - I THOUGHT IT WAS A STAR, AND THEN I THOUGHT, WAS, IT, AND THEN IT WAS GETTING BIGGER AND I THOUGHT IT WAS THE RADAR TOWER. (Note: She means radio telescopes/ref)  
REF - DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.  
MJL - WELL, THEN IT STARTED, IT WAS, IT, I NOTICED THAT IT WAS MOVING AND THEN I NOTICED AS IT MOVED, I SAW MORE AND MORE LIGHTS AND I WAS FASCINATED AT WHAT IT COULD BE AND AS IT GOT CLOSER, I, IT LOOKED LIKE, OH, MAYBE 20-50 DOUBLE ROWS OF WHITE LIGHTS. I DIDN'T, IT LOOKED SORT OF STRAIGHT ACROSS AS IT WAS COMING TOWARD ME, AND SO, I SLOWED THE, I STOPPED THE CAR WHILE IT CAME CLOSER.  
REF - OKAY, WHAT DID YOU DO THEN AND WHAT DID THE OBJECT DO THEN?  
MJL - I ROLLED DOWN THE WINDOW TO GET A GOOD LOOK. ALL THE WHITE LIGHTS WENT OUT AND THREE COLORED LIGHTS CAME ON.  
REF - WHAT COLOR WERE THOSE LIGHTS?  
MJL - I REMEMBER SEEING BLUE AND GREEN, AND THEN I NOTICED ABOVE IT IN A CIRCLE, A BLUISH HAZE AND I SAW AN, THE OUTLINE OF THE OBJECT AND IT LOOKED LIKE A SAUCER TIPPED SORT OF ON ITS SIDE AND IT SEEMED, I HEARD NO NOISE AND IT SEEMED TO BE HOVERING SORT OF NEAR US, GETTING CLOSE TO US, NEAR THE HIGHWAY NOW AND, AH - THAT WAS IT.  
REF - OKAY, NOW THIS BLUE -  
MJL - WE LEFT.  
REF - AH, THIS BLUE HAZE THAT YOU SAW, DID IT TAKE ANY FORM OR WAS IT JUST A HAZE, AH -  
MJL - IT WAS A FORM. IT HAD THE SAME FORM. IT LOOKED LIKE THE SAME FORM AS THE FORM OF THE OBJECT.  
REF - IN OTHER WORDS, YOU THINK IT WAS A ROUND -  
MJL - ROUND.

REF YOU MENTIONED BEFORE (Note: by phone/ref) IT WAS A HALO. DID IT ACTUALLY LOOK LIKE THAT?

MJL LIKE A ROUND BLuish HALO.

REF DID IT PULSATE OR WAS IT JUST, AH, A STEADY LIGHT.

MJL IT SEEMED TO BE STEADY BUT THE WHITE LIGHTS SEEMED TO PULSATE. THEY SEEMED LIKE ONE BIG BLUR AS IF THEY WERE SHIMMERING.

PJS SHIMMERING, YEH.

REF DID IT LIGHT UP THE GROUND AT ALL?

MJL I DIDN'T NOTICE.

DS IT DIDN'T

REF HOW DID YOU LOSE SIGHT OF THE OBJECT?

MJL WE LEFT. QUICKLY! (General laughter/ref)

REF OKAY, DID ANYONE LOOK OUT THE BACK WINDOW TO SEE WHAT THE OBJECT WAS DOING?

DS YEH, UP, DURING WHEN IT WAS LIT UP STILL?

REF NO, WHEN YOU LEFT THE AREA.

DS NO. I WAS TURNED AND LOOKED OUT -

REF OKAY, NO ONE ACTUALLY LOOKED BACK TO SEE WHAT -

MJL NO.

DS WE WERE TOO SCARED. WE JUST TOOK OFF!

REF NOW WAS THIS ON THE RIGHT OR THE LEFT HAND SIDE OF THE ROAD?

DS RIGHT HAND SIDE.

MJL NO!

PJS NO, LEFT, DANNY!

MJL LEFT HAND SIDE OF THE ROAD.

DS RIGHT!

MJL NO. WHEN YOUR, WE, WHEN WE'RE GOING TOWARDS IPSWICH, IT WAS ON OUR LEFT. IF WE'D BEEN GOING TOWARD ESSEX, IT WOULD HAVE BEEN ON YOUR RIGHT.

PJS DONALD, JEAN SAW IT, CAUSE SHE WAS IN THE DRIVER'S SEAT.

MJL IT WAS ON THE LEFT.

PJS IT WAS ON THE LEFT.

REF OKAY, SO IT WOULD BE ON THE DRIVER'S SIDE.

MJL RIGHT. SO, THAT'S THE LEFT.

REF OKAY, THEN, THEN WHAT DID YOU DO, AH, YOU WENT HOME, YOU SAID - TO JEAN'S?

PJS SHE DROPPED ME OFF.

REF OKAY

PJS AND MY BROTHER, AND THEN WE DECIDED TO CALL OUR MINISTER CAUSE WE HAD JUST COME FROM BIBLE STUDY. AND HE SAID, WELL, GET IN TOUCH WITH THE POLICE, SO, WE WENT DOWN TO THE POLICE STATION.

REF OKAY, AND THEN, AH, YOU TALKED TO ME. (i.e. by telephone at first/ref)

TRANSCRIPT OF TAPED INTERVIEW (S)

REF - Raymond E. Fowler  
MJL - (Mary) Jean Lerra

INTERVIEW #2  
6 APRIL 1976  
M. J. LERRA'S HOME

REF WERE YOU ACTUALLY THERE AT PATRICIA'S HOUSE WHEN THE CATS STARTED RUNNING AROUND?  
MJL NO, I WASN'T.  
REF WAS THAT AFTER YOU HAD LEFT TO GO TO THE POLICE STATION?  
MJL YES.  
REF DO YOU REMEMBER APPROXIMATELY WHAT TIME THAT WAS - WHAT TIME YOU ACTUALLY ARRIVED THERE. THE SIGHTING TOOK PLACE AT 9:30 - AND, HOW LONG IT TOOK YOU TO GET TO PATRICIA'S HOUSE? WOULD IT BE 10 OR 15 MINUTES OR SOMETHING LIKE THAT?  
MJL OH, PROBABLY TEN MINUTES.  
REF OKAY, NOW DID YOU DISCUSS WHAT TO DO NEXT WHEN YOU GOT THERE OR DID YOU IMMEDIATELY GO TO THE PHONE AND CALL THE PASTOR?  
MJL WE DISCUSSED IT WITH HER MOTHER (i.e. Patricia's mother/ref) AND, AH, HER, AND THEN I SUGGESTED, AH, CALLING MR. MURRAY.  
REF OKAY, THEN, YOU CALLED MR. MURRAY.  
MJL SO, WE DID.  
REF DID YOU TALK TO HIM FOR QUITE A LONG TIME?  
MJL YES, HE ASKED QUITE A FEW QUESTIONS ABOUT, AH, HOW DID - HEIGHT, AND SO FORTH.  
REF SO, OKAY, IF YOU LEFT THE SIGHTING AREA AT 9:30 AND YOU SAY YOU GOT THERE AT 9:40, WHAT TIME DID YOU THINK IT WAS WHEN YOU ACTUALLY LEFT TO GO TO THE, AH, POLICE STATION?  
MJL OH (pause), I WOULD SAY WE STAYED THERE ABOUT A GOOD, AH, TEN MINUTES.  
REF TEN MINUTES? OKAY, SO THEN YOU WOULD HAVE, AH, PROBABLY LEFT FOR THE POLICE STATION AT 9:50 THEN? SO, YOU MUST HAVE JUST MISSED WHAT THEY (witnesses of next UFO sighting/MA-76-08/ref) saw at 9:55 over the Church. (actually, over the Church Green/ref). YOU MUST HAVE GOTTEN TO THE POLICE STATION AT APPROXIMATELY WHAT TIME? ABOUT 5 OF 10 OR TEN O'CLOCK OR SOMETHING LIKE THAT?  
MJL WELL, IT TAKES ABOUT 5 MINUTES TO GET DOWN THERE FROM HER (Patricia's mother's house/ref) HOUSE.  
REF OKAY, SO YOU PROBABLY WOULD HAVE GOTTEN THERE ABOUT 5 MINUTES TO TEN OR TEN O'CLOCK. YOU DIDN'T NOTICE THE TIME.  
MJL I DIDN'T NOTICE IT. NO.  
REF SO, WHAT HAPPENED, IT SEEMS THAT WHAT HAPPENED IS, ALMOST AS SOON AS YOU GOT TO

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(REF/continued) - THE POLICE STATION, THIS THING WAS SEEN OVER THE CHURCH (Church Green/ref) WHICH IS RIGHT ACROSS, RIGHT AROUND THE CORNER FROM THE POLICE STATION, ALMOST.

MJL - M-mmm.

REF - VERY UNUSUAL. OKAY, SO THE CATS REACTED AFTER YOU LEFT?

MJL - YES, AFTER WE LEFT FOR THE POLICE STATION.

REF - THAT'S VERY INTERESTING TOO. AH, BEFORE THIS EXPERIENCE, WHAT DID YOU THINK ABOUT UFOs?

MJL - I THOUGHT IT WAS ALL A HOAX. I THOUGHT IT WAS EITHER OUR OWN GOVERNMENT DOING SOMETHING AND NOT INFORMING US OR THAT PEOPLE WANTED PUBLICITY OR THEY WERE SEEING ONE THING AND THEY THOUGHT, I THOUGHT IT WAS PROBABLY, AH, THEIR IMAGINATIONS. I JUST DIDN'T BELIEVE IT.

REF - HAVE YOU EVER BEEN INTERESTED IN PSYCHIC PHENOMENA AND AH?

MJL - NO.

REF - HAD ANY PSYCHIC EXPERIENCES?

MJL - NO.

REF - HAVE YOU EVER READ ANY BOOKS ABOUT UFOs AT ALL?

MJL - NEVER.

REF - YOU NEVER SAW A UFO BEFORE THEN? THIS WAS -

MJL - NO.

REF - THE FIRST TIME?

MJL - FIRST TIME.

REF - I WAS INTERESTED IN THE STATEMENT THAT YOU MADE WHEN WE TALKED YESTERDAY (by phone/ref) AH, YOU FELT THAT THE OBJECT, YOU FELT THAT YOU HAD THIS FEELING THAT THE OBJECT WAS FROM ANOTHER PLANET AND THAT -

MJL - YES.

REF - THEY WERE PEACEFUL AND MEAN NO HARM AND I WAS WONDERING -

MJL - (laughs).

REF - WHY, SUDDENLY, YOU HAD THIS TREMENDOUS CHANGE (laugh). WHY DID YOU FEEL THIS WAY? THERE MUST BE SOME REASON WHY, AH -

MJL - WELL, I WAS TALKING WITH A FRIEND OF MINE, A CHRISTIAN, AND HE SAID THAT IN, IN THE BOOK OF EZEKIEL, THERE WILL BE WONDERS IN THE SKY AND SIGNS AND THAT HE FELT, HE SAID, HE'D WISHED HE HAD BEEN THERE. HE'D LIKE TO KNOW WHAT THEIR IDEAS ARE ON, ABOUT, GOD. AND, THEN I, I SORT OF, AND THEN HE WAS TELLING ME ABOUT SOMETHING THAT HE HAD READ AND HE HAD SIGHTED ONE UP IN ALASKA, I THINK IT WAS. HE SAW AN ORANGE BALL TYPE. AND THEN HE KNEW, QUITE, AND HE KNEW ABOUT A COUPLE DOWN, - A MAN WALKING ON A BEACH IN FLORIDA WHO HAD AN EXPERIENCE WITH ONE, AND THIS AND THAT AND SO, IT JUST, I SAID, WELL, YOU KNOW IF THEY WANTED TO HARM US, I THINK THEY COULD HAVE RIGHT THEN AND THERE AND I JUST GOT A FRIENDLY FEELING ABOUT IT AND I



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(MJL/continued) - THOUGHT, MAYBE THEY'RE FRIENDLY BECAUSE THEY'VE BEEN AROUND FOR YEARS AND THEY'VE NEVER DONE ANYTHING TO US YET.

REF - WHEN YOU WERE WATCHING THIS THING, YOU WEREN'T FEELING THOUGHTS LIKE THIS WERE YOU?

MJL - NO, I WASN'T. I WAS SCARED AND AT THE SAME TIME I WAS FASCINATED (pause) BUT I DIDN'T WANT TO GO. I WOULDN'T HAVE GONE, IF, AH, SHE HADN'T, IF THEY WEREN'T SO HYSTERICAL, I WOULDN'T HAVE LEFT.

REF - WHAT DOES YOUR PASTOR THINK ABOUT UFOs? DID HE EVER TALK TO YOU ABOUT UFOs BEFORE?

MJL - NO.

REF - OKAY. AND, HOW ABOUT PATRICIA? I HAVEN'T ASKED HER THIS QUESTION YET, BUT, AH, HAS SHE EVER, AH, HAD AN INTEREST IN THE SUBJECT THAT YOU KNOW OF?

MJL - NOT THAT I KNOW OF.

REF - DONALD?

MJL - NO, NOT THAT I KNOW OF. I DOUBT IT.

REF - SO, YOU'D NEVER REALLY DISCUSSED UFOs WITH THEM OR ANYONE ELSE?

MJL - NO. NEVER. NEVER WITH ANYBODY. NO.

REF - DID YOUR, AH, DID YOU HAVE ANY PHYSICAL EFFECTS AFTER THAT EXPERIENCE? AH -

MJL - NO.

REF - EYES HURT? HEADACHE? OR ANYTHING LIKE THAT?

MJL - NO.

REF - OKAY. OKAY, AH, HOW DO YOU RECONCILE UFOs WITH YOUR CHRISTIAN FAITH? I WAS WONDERING THAT MYSELF. (laugh)

MJL - (laugh)

REF - DO YOU THINK THAT, AH, THAT THERE MAY, MIGHT BE BEINGS SOMEWHERE ELSE VISITING US? AH -

MJL - I DO.

REF - AH, CONFLICTS WITH THE CHRISTIAN FAITH? OR, DO YOU THINK IT, AH, IS SOMETHING THAT, AH -

MJL - I DON'T THINK IT CONFLICTS WITH IT. I THINK IT, IT'S PART OF OF IT BUT I DON'T KNOW HOW BUT I KEPT FEELING IT'S PART OF OUR FAITH. I REALLY DO BECAUSE ITS, IT WAS JUST A BEAUTIFUL SIGHT AND, AH -

REF - AH, WHAT, DO YOU REMEMBER WHAT TIME THE POLICE CALLED ALL OF YOU BACK? WERE YOU ALL TOGETHER WHEN THEY CALLED YOU BACK TO THE STATION OR DID THEY C ALL YOU AT SEPARATE HOUSES?

MJL - WELL, THEY ONLY CALLED ME.

REF - I SEE.

MJL - THEN I CALLED PAT.

REF - OKAY. AH, I CERTAINLY APPRECIATE YOU GOING OUT AGAIN. I THINK BY THAT TIME I WOULD HAVE BEEN SO TIRED. IF I WERE YOU PEOPLE (laugh), I WOULDN'T HAVE GONE BACK TO THE POLICE STATION.

MJL - YEH

4 APRIL 1976

ESSEX, MA.

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REF - OKAY.

MJL - WELL, I WAS ANXIOUS TO MEET THE OTHER COUPLE WHO HAD ALSO SEEN IT.

REF - OKAY, NOW I GUESS THAT'S, THAT ABOUT, AH, WRAPS IT , AH, UP. THOSE ARE JUST THE THINGS THAT I WANT TO - WHAT WERE YOU STUDYING ABOUT THAT NIGHT AT THE BIBLE STUDY?

MJL - WE WERE TALKING ABOUT THE HOLY SPIRIT. THE SUBJECT HAS BEEN ON THE HOLY SPIRIT SO FAR.

REF - I SEE, OKAY. VERY GOOD



UFO REPORT MA-76-07  
4 APRIL 1976  
ESSEX, MASSACHUSETTS

SHEET 1 OF 2

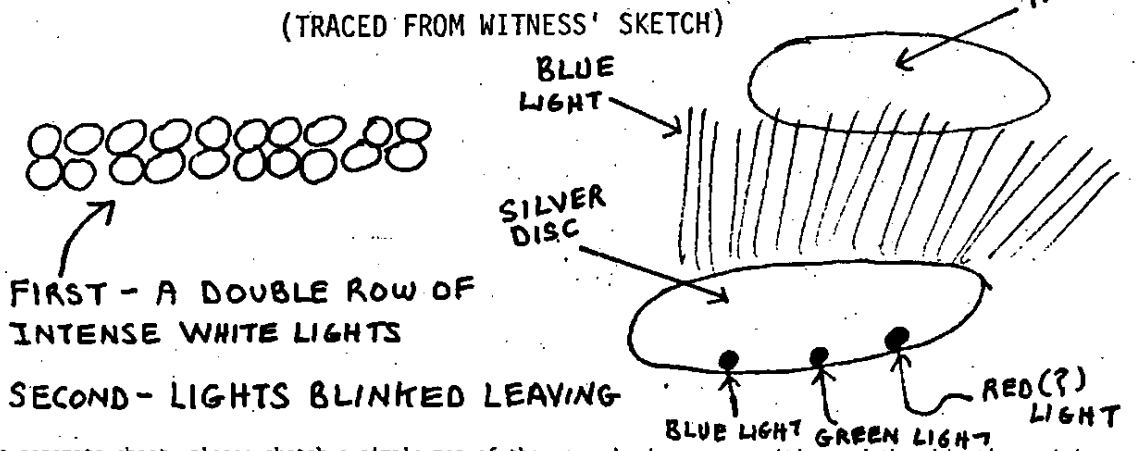
26

GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Raymond E. Fowler  
STREET ADDRESS: 13 Friend Court, PHONE: A/C 617 / 468-4815  
TOWN/CITY: Wenham, STATE: Mass. ZIP CODE: 01984 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

(Refer to written transcript of taped interview and to the SIGHTING ACCOUNT within this report)

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASSACHUSETTS

U.S.A.

COUNTRY

ESSEX

CITY/TOWN

ESSEX

COUNTY

MASSACHUSETTS

STATE/PROVINCE

SIGHTING TIME

EST

PM (X)

9:27

AM ( )

9:27

DURATION: 3 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

4 APRIL 1976

DAY

MONTH

YEAR



OUR MUFON USE  
35 degrees  
TEMPERATURE  
WIND DIRECTION: NW  
WIND SPEED: 11 knots  
VISIBILITY: 20 Miles  
CLOUDING: Clear  
NWS, PORTLAND, ME

EDUCATION: Bachelor's Degree  
DEGREE: B.S.  
SPECIAL TRAINING:  
VISION: COLORblind? ( ) MYCIANALS? ( )  
HEARING: GOOD? ( ) POOR? ( ) USE AID? ( )  
HEALTH: DURING SIGHTING? good AFTER? good

WITNESS NAME: Marjorie Rosa AGE: 39  
STREET: 8 Westcott  
TOWN/CITY: Sherborn  
PHONE: 352-7447  
PROVINCE: Massachusetts  
OCCUPATION: Teacher  
EMPLOYED BY: Sherborn MA

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_  
( GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
VIEWED THROUGH: ( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_  
AREA/LOCATION: CITY( ) SUBURBAN(✓) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )  
AREA/TERRAIN: FIELDS(✓) WOODS( ) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )  
AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER \_\_\_\_\_  
SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )  
PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )  
UFO DIRECTION: FIRST SEEN IN \_\_\_\_\_ LAST SEEN IN \_\_\_\_\_ IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_  
UFO ELEVATION: ( FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(✓) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(✓) OTHER \_\_\_\_\_  
UFO DISTANCE: WHEN CLOSEST TO ME 100 miles UFO ALTITUDE: WHEN CLOSEST TO THE GROUND \_\_\_\_\_  
UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT(✓) NUMBER OF 1 SHAPE OF circular COLOR(s) White  
( A LIGHT(✓) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_  
DESCRIBE: SOUND none SMELL \_\_\_\_\_ SPEED \_\_\_\_\_  
REAL SIZE: ( LARGER(✓) SMALLER( ) SAME SIZE( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL( ) COMPACT CAR( ) STANDARD CAR( ) HOUSE(✓) OTHER \_\_\_\_\_  
APPARENT SIZE: ( HOW MANY TIMES LARGER( ) OR SMALLER( ) IF PUT IN THE SKY BESIDE OBJECT BELOW  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 1.5 TIMES THE SIZE OF A FULL MOON  
BRIGHT AS: ( \_\_\_\_\_ TIMES THE SIZE OF A STAR 1.5 TIMES THE SIZE OF A FULL MOON  
A STAR(✓) THE MOON( ) OR A 100 WATT LIGHT IF PLACED AT SAME DISTANCE AWAY  
DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)  
CHANGE DIRECTION?(✓) HOVER?( ) AFFECT RADIO/TV?( ) FLUTTER?( )  
TURN ABRUPTLY?(✓) DESCEND?( ) AFFECT ELECTRICITY?( ) SPIN?( )  
FALL LIKE A LEAF?( ) ASCEND?( ) AFFECT MAGNETISM?( ) BLINK?( )  
ABSORB OBJECT(S)?( ) OVER POWERLINES?( ) AFFECT TIMEPIECE?( ) PULSATE?( )  
EJECT OBJECT(S)?( ) OVER A BUILDING?( ) AFFECT ENGINE?( ) APPEAR SOLID?( )  
CHANGE SHAPE?( ) LAND ON GROUND?( ) AFFECT VEHICLE?( ) HAVE FUZZY EDGES?( )  
CAST SHADOW?( ) LAND IN WATER?( ) AFFECT ANIMAL?( ) HAVE OUTLINE?(✓)  
CAST LIGHT?(HALO)(✓) CARRY OCCUPANTS?( ) AFFECT HUMAN?( ) WOBBLE?( )  
REFLECT LIGHT?(✓) COMMUNICATE?( ) AFFECT WATER?( ) VIBRATE?( )  
LEAVE A TRAIL?( ) GIVE OFF HEAT?( ) AFFECT GROUND?( ) GLOW?(✓)  
DISINTEGRATE?( ) LEAVE RESIDUE?( ) AFFECT VEGETATION?( ) APPEAR TRANSPARENT?(✓)

HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? NO  
PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

SIGNATURE OF OBSERVER  
YOU MAY (✓) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 4 4 76  
DAY MONTH YEAR



UFO REPORT MA-76-07  
 4 APRIL 1976  
 ESSEX, MASSACHUSETTS

SHEET 1 OF 2

28

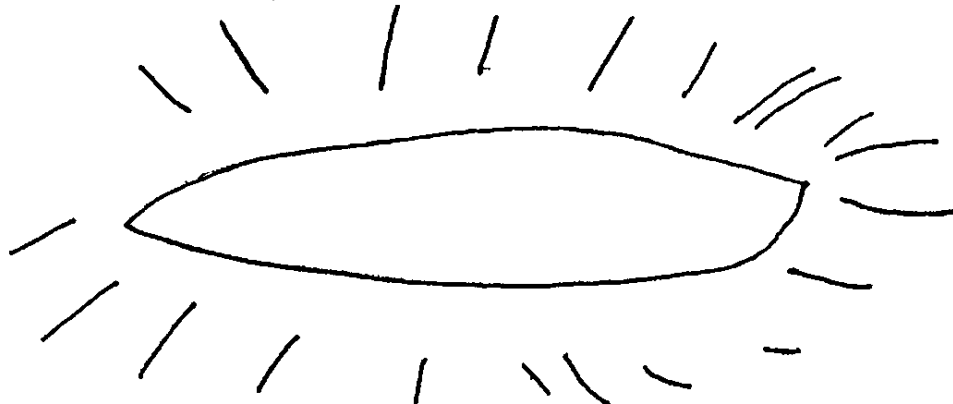
GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR Raymond E. Fowler  
 STREET ADDRESS 13 Friend Court, PHONE A/C 617 / 468-4815  
 TOWN/CITY Wenham, STATE Mass. ZIP CODE 01984 COUNTRY U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

(TRACED FROM WITNESS' SKETCH)



(On a separate sheet, please sketch a simple area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

(Refer to written transcript of taped interview and to SIGHTING ACCOUNT within this report)

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASSACHUSETTS ESSEX ESSEX U.S.A.  
 STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

SIGHTING TIME

9:27 PM (X) AM ( ) ZONE E.S.T.  
 DURATION 3 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

4 APRIL 1976  
 DAY MONTH YEAR



ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR(✓) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_  
 (GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
 VIEWED THROUGH: ( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_  
 AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL(✓) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )  
 AREA/TERRAIN: FIELDS(✓) WOODS(✓) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )  
 AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER (✓) **USAF ANTENNAS**  
 SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 UFO DIRECTION: FIRST SEEN IN \_\_\_\_\_ LAST SEEN IN \_\_\_\_\_ IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_  
 ( FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_  
 UFO ELEVATION: ( LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_  
 UFO DISTANCE: WHEN CLOSEST TO ME 100 Yds UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 1000 ft  
 ( IN-FRONT-OF to the left of car WHICH WAS going north DISTANCE FROM THE WITNESS \_\_\_\_\_  
 ( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS \_\_\_\_\_  
 ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_  
 BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ) NUMBER OF \_\_\_\_\_ SHAPE OF saucer COLOR(s) bright white light  
 ( A LIGHT NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) smaller  
 DESCRIBE: SOUND none that I could hear SMELL \_\_\_\_\_ SPEED moving quite fast  
 REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE (✓) AS THE OBJECT LISTED BELOW  
 ( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE (✓) OTHER \_\_\_\_\_  
 APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
 ( \_\_\_\_\_ TIMES THE SIZE OF A STAR 1.5 TIMES THE SIZE OF A FULL MOON  
 BRIGHT AS: DISTANCE A STAR (✓) THE MOON ( ) OR A AUTO HEADLIGHT LIGHT IF PLACED AT SAME DISTANCE AWAY  
 DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)  
 CHANGE DIRECTION? (✓) HOVER? (✓) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
 TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
 FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
 ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
 EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? (✓)  
 CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
 CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (✓)  
 CAST LIGHT? (✓) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
 REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
 LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? (✓)  
 DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

FOR MILITARY USE  
 ALTITUDE: 33 degrees  
 WIND DIRECTION: NW  
 WIND SPEED: 11 knots  
 VISIBILITY: 20 Miles  
 CLOUDING: Clear  
 WWS/Portland, ME

EDUCATION: Salem State College  
 DEGREE: B.A.  
 SPECIAL TRAINING: \_\_\_\_\_  
 VISION: \_\_\_\_\_ COLORBLIND? ( ) GYGLASSES? (✓)  
 HLARING: GOOD? (✓) POOR? ( ) USE AIR? ( )  
 HEALTH: DURING SIGHTING? \_\_\_\_\_ AFTER? \_\_\_\_\_

WITNESS' NAME: Patricia Stanfield  
 STREET: 8 Nabby's Pt. Rd  
 TOWN/CITY: Lowell, Mass PHONE: 562-2110  
 PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_  
 OCCUPATION: Teacher  
 EMPLOYED BY: Dimmock High School, Hamiston, NH

HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? \_\_\_\_\_  
 PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

SIGNATURE OF OBSERVER: Patricia Stanfield  
 YOU MAY (✓) MAY NOT ( ) USE MY NAME  
 DATE THIS FORM SIGNED: 4 4 76  
 DAY MONTH YEAR

FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MA

TRANSCRIPT FROM POLICE REPORT \*\*

IPSWICH, MA POLICE DEPT  
RECORDED BY WITNESS  
4 APRIL 1976/ABOUT 10:00 PM

STATEMENT BY:  
(MARY) JEAN LERRA  
8 EAST STREET,  
IPSWICH, MA (356-0447)

9:25 PM Sunday, April 4, Essex Road travelling from Essex to Ipswich. Object sighted off in distance with all white lights - Moved in our direction across the fields and as it approached all white lights went out and 3 colored lights came on - - a bluish glow hovered over the object - - it was flying low. Shape was like a saucer and it was huge. We stopped car and took off in fear before it got to the highway - - it was still some distance from us when we left - - about 1/4 mile\* (100 yards)\* away - - flying higher than the trees and houses. It seemed to be heading toward us. No sound at all - Flying like a helicopter's distance (about 100 yards above the trees)\* located near the dairy beyond.

\* - See detailed report for estimated distances made on-site and detailed description.

\*\* - Original on file at Ipswich, MA, Police Station - Very poor photostat in investigator's file.

FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MA

TRANSCRIPT FROM POLICE REPORT \*\*

IPSWICH, MA POLICE DEPT  
RECORDED BY WITNESS  
4 APRIL 1976/ABOUT 10:00 PM

STATEMENT BY:  
PAT STANSFIELD  
8 NABBY'S PT RD \*  
IPSWICH, MA

This object approached our car which was parked on the side of the road (Essex Road). The object looked like it was surrounded with shimmering headlights. Just before it got to the point where it was quite close, all the bright white lights went out, and only smaller colored lights came on.

This report is a bit vague mainly because I did not see the object as distinctly as I could have since I didn't have my glasses on - but, it was close enough so that I know it wasn't a plane.

\* - Mother's address where she was visiting over weekend.

\*\* - Original on file at Ipswich, MA, Police Station - Very poor photostat in investigator's file.



FOWLER MA-76-07  
4 APRIL 1976  
ESSEX, MA

TRANSCRIPT FROM POLICE REPORT \*\*

IPSWICH, MA POLICE DEPT  
RECORDED BY WITNESS  
4 APRIL 1976/ABOUT 10:00 PM

STATEMENT BY:  
DONALD STANSFIELD  
8 NABBY'S POINT ROAD,  
IPSWICH, MA 01938

April 4th 1976, 9:25 PM. At first I saw the side view of it when in a few min. we all saw it and it was coming right at, it slowly hovering, coming to us. At first it was not moving. When it was quite near and there's the lights went out the there (sic) were color lights then we went.

\* - Age 14

\*\* - Original on file at Ipswich, MA, Police Station - Very poor photostat in investigator's file.

# strange object seen in ipswich skies



UFO expert Raymond Fowler of Wenham interviews Mrs. Jean Lerra [with son Cush, rear], and Donald and Pat Stansfield in the Ipswich police station on Sunday night following sighting of mysterious flying object.

Two separate sightings of an unidentified flying object were reported to Ipswich police on Sunday night.

While driving down Essex Road towards town at 9:25 p.m. on April 4, Jean Lerra, 14, of East Street, and Donald Stansfield, 14, and Pat Stansfield, 27, of 8 Nabby's Point Road, sighted a large saucer-like object with white lights blazing coming toward them from Sagamore Hill. (2 RADIO TELESCOPES)

They stopped their car to watch as the object approached the vicinity of Lewis's Oyster House and watched as it hovered about 100 feet above the trees. They said the white lights went out and smaller red, green and blue lights went on and there was a bluish glow above the object. They said the big, dome-like UFO made no sound. "It seemed to be heading toward us," Jean Lerra said. When it was only about one-fourth of a mile from the car, they quickly left the area.

Thirty minutes later, at 9:55 p.m., Don Robichaud of 14 Brookvale St., Lynn and Cheryl Moon of Arrowhead Trail said they were driving down East Street towards County Street when they sighted the big object hovering above the South Parish House. Robichaud, 24, and Ms. Moon, 20, said the object appeared to be about 50 feet in diameter and was about 200 yards from them. They attempted to get closer to it but said it vanished into the air. They rolled down their car window and said they heard a muffled sound.

Both parties went to the police station, where Sgt. Joseph Carpenter was in charge, to report the strange sighting.

Sgt. Carpenter said the object disappeared following the two reported sightings. He contacted the Beverly Airport to see if it had any plane in the area, and was told there was none. He called the U. S. Coast Guard to determine the wind direction, thinking the object might have been a weather balloon.



Sgt. Joseph Carpenter [right] and Police Officer Walter Klimaszewski discuss with Cheryl Moon and Don Robichaud their sighting of the UFO on Sunday night.

Sgt. Carpenter said he learned that there were 20 mile per hour gusts and the wind direction was northwest. "If this was a weather balloon, it would have had to be moving against the wind," he pointed out. "It could not have been a weather balloon."

Raymond Fowler of Wenham, who is a nationally recognized expert on UFOs, was contacted by Carpenter and came to the police station on Sunday night to interview the persons who saw the flying object. He said he was very interested in the sighting.

Several weeks ago police received a report of a strange object sighted over the Candlewood Golf Course on Essex Road. That same weekend it was reported to have been seen by several persons in the Salisbury - Newburyport area. In fact, one woman who resided in a trailer in Salisbury was so frightened when she saw it that she moved out of her trailer for several days. She moved back in only after she had covered every window with heavy draperies.

**Save 35%**

UFO REPORTS MA-76-07/08  
4 APRIL 1976  
ESSEX/IPSWICH, MA.

**Quint's Drug Store**  
Market Square, Ipswich 356-4540  
4 Registered Pharmacists

With this Coupon

Offer Good Through April 12

31. April 9, 1976. Ipswich today

# Ipswich Chronicle

Thurs., April 8, 1976 20c

Vol. 104, No. 14, 2 sections, 48 pages, Ipswich, Ma. 01938, a publication of North Shore Weeklies, Inc.

## She's a believer now, says UFO witness

Must be those strangers who come every night,  
Whose saucer-shaped lights put people upright,  
Leave blue-green footprints that glow in the dark,  
I hope they get home alright.  
Hey, Mr. Spaceman, won't you please take me along...

Roger McGuinn, 1970  
I was never a believer before but I'm a believer now.

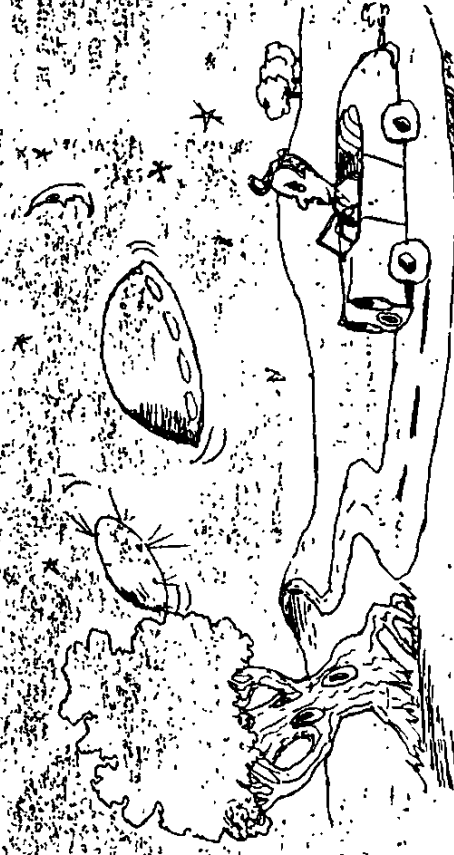
Jean Lerra of East street was talking about flying saucers, extra-terrestrial vehicles, spaceships or whatever has come under the general catch-all heading of "unidentified Flying Objects."  
There is no doubt in her mind they exist because she saw one Sunday night.

"It was definitely out of the ordinary," she said.  
Mrs. Lerra, who was driving on Essex road with Pat and Donald Stansfield of 8 Nabby's Point road just after 9:30 p.m., said the object first approached from the horizon as they neared the Lewis Oyster House past Northgate road.  
"It was an exceptionally clear night," she recalled, and the stars seemed to stand right out.

"It seemed to approach us from the horizon and then all the lights went out when it got near the car."

Mrs. Lerra said the object, which was "huge and disc-shaped" was then lit with blue and green lights. It moved with extraordinary speed and made no sounds.

Continued on Page 6



## IPSWICH, MA "CHRONICLE"

Week of April 7, 1976 Page 5

ments

# found on Brown st.

available to it in the event of a problem

Researching Records  
Bronk was researching water records yesterday to determine the exact location of the culvert and if there are any water easements across the property

"If I find an easement, that will have to be written into the deed," he said, "and even if I don't find one, the matter will go to the building inspector and it will still have to be written into the deed."

According to Bronk, water from the five-street area drains through the culvert to Parley Brook and eventually into the Ipswich River

Just before the matter of the culvert was discovered last week, the ZBA had reached the first stages of a compromise with the developer since September 19, 1974 when they voted to support denial of a building permit

The court of appeals, which has ruled against the ZBA relative to actual construction of the apartments, also returned the matter of parking spaces to the local board.

To Reduce Parking  
And at a ZBA hearing last

Thursday night McCaffrey's attorney, Timothy O'Keefe said his client would probably agree to reduce the number of units to 19 and parking spaces from 26 to 19.

James Martel of 13 Brown street, whose property is bounded on two sides by the Brown Mill site requested a fence dividing the two lots to reduce noise and the glare from headlights pulling into the lot

O'Keefe again said he thought his client would be willing to construct a solid stockade fence along the property lines which abut the Martels.

Another neighbor, Peter

Angelakis of 14 Liberty street asked for a retaining wall and fence to be constructed on his side of the site, since he said his property rises abruptly above McCaffrey's

O'Keefe did not guarantee the willingness of his client to do this as well, but did not reject the idea.

The hearing was continued to next Thursday night, when O'Keefe intends to bring McCaffrey's response to the tentative compromise

But Health Agent Bronk said he wants the ZBA to be fully aware of the water problem before the hearing so it can also be discussed

## Brookwood pupils win honors

Ipswich pupils attending Brookwood school in Manchester have won academic and athletic honors in recent weeks.

Named to the most recent honor roll were fifth graders Lily C. Esmiol high honors and Robin Oury, honors while seventh grader Heather Davis won high honors and eighth grader Elizabeth Stanton

honors

Miss Esmiol and Miss Stanton were also named semifinalists in the recent school declamation contest

Miss Stanton was also a member of the Brookwood girls basketball team along with Ipswich student Judy Moseley. Heather Davis and John Walker are both members of the outdoor program.

# personal loans are the same.



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME Raymond E. Fowler TELEPHONE: AC 617, 468-4815

FIELD INVESTIGATOR'S ADDRESS 13 Friend Court, Wenham  
STREET AND NUMBER TOWN OR CITY

Massachusetts, 01984 ESSEX U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT 1976 April 20 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING 1976 April 4 IF MONTH/DAY NOT KNOWN, CHECK BELOW  
YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING 24-HOUR CLOCK TIME 21:27 (IF UNKNOWN, CHECK BELOW) DURATION 3 min ZONE EST  
DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING: Route 133, Essex ESSEX U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION. NUMBER OF WITNESSES 3 COORDINATES 42° 41' 70° 50'  
(IF KNOWN) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
LATITUDE LONGITUDE

COMMENTS 6 Independent UFO Reports on this date/general time-frame  
in Essex & Ipswich. (Ref. MA-76-06,07,08,09,10, & 11)

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME (Mary) Jean Lerra TELEPHONE: AC 617, 356-0447

PRIMARY WITNESS' ADDRESS 8 East Street, Ipswich  
STREET AND NUMBER TOWN OR CITY

Massachusetts ESSEX U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).

MAJOR FEATURES

GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS Many others apparently sighted same or similar UFO.

**Letters** IPSWICH CHRONICLE  
WEEK OF APRIL 21, 1976**UFO might be just 'space junk'****To the Editor:**

As I receive your excellent paper up here in Vermont I felt I should pass on the following information about the UFO that Mrs. Jean Lerra saw that Sunday night

(April 4). We have on St. Albans Hill a highly sensitive radar station. Because of the same sighting Mrs Lerra viewed naturally they were swamped with calls of all sorts. To put the public at ease they in

turn informed the weatherman Stuart Hall, Channel 3, WCAX-CBS, to inform the local stations that it was simply a matter of some "space junk" burning out as it hit the lower atmosphere. We saw it also and as it was travelling north to south this is what this young lady observed.

As we have a National Guard air base in Burlington we see red or white lights on the choppers nightly. This piece of space junk was a bluish green and passed with us about a mile high and about the speed of a jet plane.

Ed (Hank) Dudley  
47 Federal street  
St. Albans, Vt.

(Editor's note: Stuart Hall told the Chronicle that it is only conjecture that the

object, which was sighted by many persons in northern Vermont, was a piece of debris from a man-made satellite. Such an object, already orbiting the earth, would tend to enter the earth's atmosphere at a low rate of speed and would take some time to burn out. Hall said the object was reported travelling north-south and was in view for as long as 12 seconds. A meteor, entering the atmosphere at a much higher speed, would tend to burn out within two or three seconds, he said. Hall's information was based in part on conversations with Edwin Salvas, president of the Vermont Astronomical Society, who is an employee of station WCAX. Hall said that the nearby Air Force radar station had reported tracking the object.)

G. **MAN-MADE OBJECT CHECK** (Evaluation of above newsclip/Satellite Re-entry)

- 1) Object reported by Ed (Hank) Dudley was sighted about 7:10 PM E.S.T., according to Stuart Hall, WCAX, Burlington, Vt. (802/862-5761) Essex/Ipswich, MA, sightings took place in segments time within the 9:27 PM - 10:11 PM E.S.T. time-frame.
- 2) NORAD (303/635-8911/x3414/Lt. Davenport) reported only one small piece re-entering on April 4, 1976 at 5:00 AM E.S.T., over 16 hours prior to the Essex/Ipswich, MA, UFO sightings.
- 3) The St. Albans, Vt., sighting was probably that of a "fireball".
- 4) A check with the USAF Radar Station, St. Albans, Vt., (802/524-2181) revealed nothing on the tracking log for the date/time frame and that this radar is not capable of tracking re-entering satellites.
- 5) A check with Edwin Salvas, WCAX Transmitter (802/253-4265) revealed that he had not told anyone that the St. Albans, Vt. USAF Radar station had tracked the object. He said that a rumor involving a radar station in Ottawa were probably unfounded too as that station also was not capable of tracking re-entries of satellites.

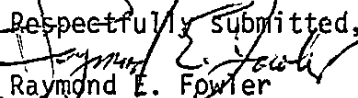
SUBJECT: "ADDITION" TO FOWLER UFO REPORT MA-76-07 (Sheet 11) & MAP  
DATE: 30 April 1976  
FROM: Raymond E. Fowler  
TO: List

cc: APRO  
CUFOS  
MUFON  
NICAP  
SAFOII

Enclosed is a revised copy of Sheet 11 (Revision "A") that contains additional information of significance to UFO Report MA-76-07 and revised map.

During my search for additional witnesses, I phoned the USAF Antenna Installations mentioned in this report. I received no answer on the night of the sighting (4 April 1976). I contacted both the Sagamore Hill, Hamilton, MA and Great Neck, Ipswich, MA, installations on 7 April 1976 during the morning hours (about 10:00 A.M. E.S.T.). I was told that both sites were unmanned during the evening/night hours and that there were no internal guards, thus, there were no potential "additional witnesses" at these sites during the date/time of the Ipswich/Essex, MA UFO sightings on the evening of 4 April 1976. I found it hard to believe that these installations would be left unguarded, so, I phoned the Air Force Geophysics Labs at Hanscom AFB, the controlling agency (617/861-2944) to confirm this. I was told that the Sagamore Hill and Great Neck Installations were indeed without a night-time internal guard. Security checks are made externally by local police on a periodic basis. I was also told that this was not to be widely-publicized. The Radio Astronomy Field Unit #1, Town Farm Road, Ipswich, MA, had been deactivated and thus the remaining Antennas/Installation was un-manned. I was told that the 150' dish at Sagamore Hill will soon be dismantled and moved to the Haystack Hill Installation near Westford/Chelmsford, MA, for use by Lincoln Labs.

This memo and the attached revised Sheet 11 should become part of MA-76-07. Please destroy the former Sheet 11 and replace with Sheet 11 (Revision "A") and mark corrections on your map(s).

Respectfully submitted,  
  
Raymond E. Fowler

REVISION "A"  
(29 APR 1976)

REVISION "A"  
(29 APR 1976)

REVISION "A"  
(29 APR 1976)

11

R. E. Fowler

UFO Report MA-76-07  
4 April 1976  
Essex, MA.

III. ADDITIONAL WITNESS CHECK - Continued

- 2) Hamilton, MA., Police (617/468-4421)  
Salem, MA., Police (617/744-1212)  
Beverly, MA., Police (617/922-1212)

No additional witnesses had phoned in.

D. 10 APRIL 1976

I interviewed Margaret MacKenney of 293 Linebrook Road, Ipswich, MA., between 1:00 P.M. and 1:30 P.M., who may have been an "additional witness." (See her report - MA-76-06)

E. 11 APRIL 1976

I performed a house-to-house check of the sighting area along Essex Road (Route 133), Choate Street and Chebacca Road.

- 1) No additional witnesses could be found.
- 2) Mrs. Susan Ellis, 185 John Wise Avenue, Essex, MA., (Wise Avenue on Topographical Map) told me that sometime between 9:00-9:30 P.M. their TV set experienced interference for 2-3 minutes. (Horizontal lines on screen.) She said her husband was mad about it and threatened to "throw the set out" as it had just come back from the repair man. However, there was no more trouble after that.

NOTE: I found no one who was outside in the area during the sighting. All were either inside or away at the time.

NOTE: Someone in the near vicinity of the MA-76-08 UFO Report also reported the same type of interference during the date/place/time-frame of that UFO sighting which took place only 25 minutes later. See MA-76-08 "ADDITIONAL WITNESSES."

F. 15 APRIL 1976

Arranged with "Ipswich Chronicle" to run an article requesting other witnesses to report their experience to me with promise of anonymity as desired.

(NOTE: See separate UFO reports MA-76-06,08,09,10 & 11 for additional witnesses who probably saw same UFO just minutes prior to and after the UFO sighting.)

Revision "A" G. 16 APRIL 1976

Confirmed statements received from Ipswich/Hamilton USAF Installations via telecon/7 April 1976 that Sagamore Hill & Great Neck Installations are unmanned with no internal guard (Police provide external check periodically) in the evening hours. Radio Astronomy Unit #1/Town Farm Road is not active. Confirmation from AFGL, Hanscom AFB, Bedford, MA (617/861-2944). Thus, no additional witnesses possible from these 3 USAF Antenna Installations.

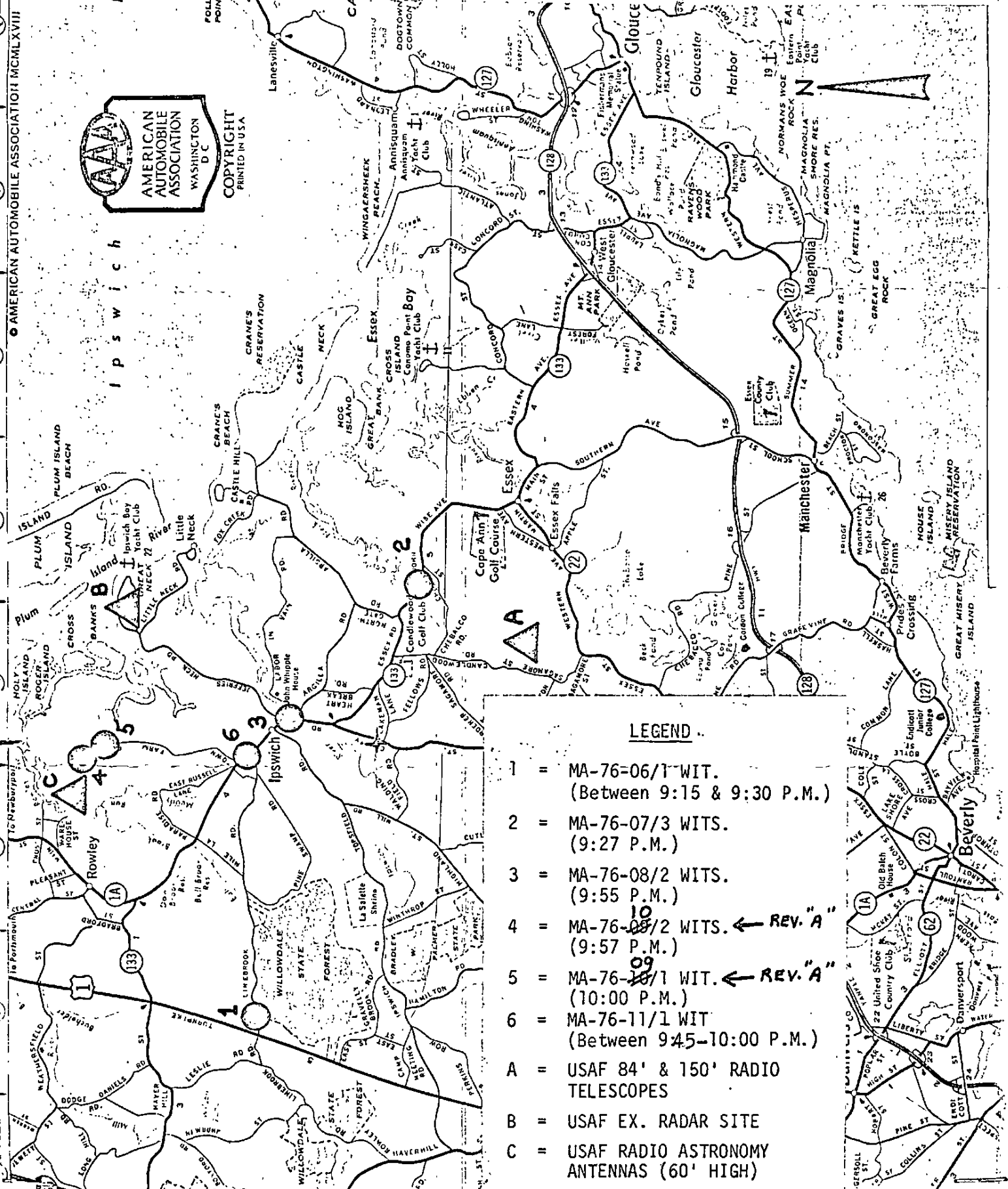


REVISION "A"

Correct Map(s) sent you  
with MA-76-07 & MA-76-08  
Location 4 = MA-76-10  
Location 5 = MA-76-09

MA-76-06/07/08/09/10/11  
4 April 1976  
Essex & Ipswich, MA

LOCATION OF THE WITNESSES



LEGEND

- 1 = MA-76-06/1 WIT.  
(Between 9:15 & 9:30 P.M.)
- 2 = MA-76-07/3 WITS.  
(9:27 P.M.)
- 3 = MA-76-08/2 WITS.  
(9:55 P.M.)
- 4 = MA-76-~~08~~<sup>10</sup>/2 WITS. ← REV. "A"  
(9:57 P.M.)
- 5 = MA-76-~~09~~<sup>09</sup>/1 WIT. ← REV. "A"  
(10:00 P.M.)
- 6 = MA-76-11/1 WIT.  
(Between 9:45-10:00 P.M.)
- A = USAF 84' & 150' RADIO  
TELESCOPES
- B = USAF EX. RADAR SITE
- C = USAF RADIO ASTRONOMY  
ANTENNAS (60' HIGH)

AMERICAN AUTOMOBILE ASSOCIATION MCMLXVIII

# Additional witnesses to UFO sought

To the Editor:

I was disappointed not to see anything in this week's paper regarding my personal request for the Chronicle to ask additional witnesses to the 4 April 1976 Essex/Ipswich, MA. UFO sighting, to contact me on a confidential basis. Would you be so kind as to run something in this coming week's paper. I would certainly appreciate it very much.

I notice that Ed Dudley's letter from St. Albans, Vt., was published which suggests that the object seen was re-entering space junk. I checked this out and such an explanation proved negative.\*

1. Stuart Hall, Channel 3, WCAX, Burlington, Vt. told me that the incident had occurred at 7:10 p.m. The 6 independent location/observers of the UFO took place in segments between 9:27 and 10:11 p.m.

2. The "possible" space junk reportedly moved in a North to South direction. The initial Essex sighting moved from SSW to NNE. Other sightings shortly afterward were seen in several directions.

3. The St. Albans USAF Radar Station did not track the object as reported by Ed Dudley. A phone call to this installation indicated that their tracking log showed nothing for that time/date/sighting and a talk with the Sergeant-in-charge revealed that this installation is not capable of tracking incoming space junk.

**Amen**

To the Editor:

I would like to answer May Bamford's letter.

Dear Mary:

Amen!

Evelyn Lovely  
22 Stage Hill road  
Ipswich

4. Stuart Hall's information re. the St. Albans USAF radar station allegedly came from an Edwin Salvas who also works at WCAX. Edwin Salvas denied making the statement. He said that he had heard that some radar station in Ottawa had tracked it but that later investigation showed that the Ottawa station was not capable of tracking it.

Thus far, witnesses of the April 4th UFO sighting involve 5 separate sources in Ipswich (Linebrook road and Town Farm road in addition to the initial sighting on Route 133 in Essex. A very thorough check with a large number of pertinent installations and agencies indicate that the object reported was not an airplane, helicopter, SAC flares, NASA Barium Cloud experiment, satellite re-entry, etc. No natural phenomena has been found that could have been the stimulus for the UFO sightings. Thus far, the object remains unidentified.

It took a literal house-to-house check of suspect areas to unearth the additional witnesses. This is still going on. It would be a great help to the Center for UFO Studies if you could ask the citizens of Ipswich who sighted the object to phone or write me - Ray Fowler, Box 19, Wenham, MA 01984 (468-4815).

Thank you for your cooperation in this matter.

Raymond E. Fowler  
Scientific Associate  
Center for UFO Studies  
13 Friend Court  
Wenham

\*For your additional information - The North American Air Defense Command (NORAD) informed me that the only piece of space junk (and a small one, at that) that re-entered the earth's atmosphere on April 4, 1976 was at 5:00 a.m., E.S.T., over 16 hours prior to the initial UFO incident reported in Essex at 9:27 p.m., E.S.T.

# did you see the ufo?

Raymond E. Fowler of 13 Friend Court, Wenham, is seeking additional witnesses to the UFO sightings in Ipswich and Essex on the evening of April 4.

Any additional witnesses are asked to contact him on a confidential basis by either writing him at Box 19, Wenham, 01984 for calling him at 468-4815.

Fowler is an expert on UFOs and is a scientific associate of the Center for UFO Studies.

He says that so far he has located four additional independent groups of witnesses in carrying out a house-to-house check in the pertinent areas. "I am sure that there are many more," Fowler says.

Two separate parties in motor vehicles first reported the sightings, one in the vicinity of Lewis's Restaurant on Essex Road and the second above the Parish House (now the Drop-in Center) on the South Side.

"Thus far," Fowler says, "a very thorough investigation indicates that no man-made object (helicopter, airplane, flare, etc.) was responsible for the sighting(s) nor was Natural Phenomena. The sighting remains unidentified. The suggestion that it was the re-entry of space junk by a letter to the editor of the Ipswich Chronicle is without basis. The North American Air Defense Command (NORAD) had only one small piece enter the atmosphere on April 4th and that took place during the early morning hours - 5:00 a.m. EST time."

SUBJECT: UNIVERSAL COVER LETTER FOR UFO REPORTS - MA-76-06  
MA-76-07  
MA-76-08  
MA-76-09  
MA-76-10  
MA-76-11

FROM: Raymond E. Fowler

TO: List

APRO  
CUFOS  
MUFON  
NICAP  
SAFOICC

On April 4, 1976, multiple UFO sightings occurred within a 30-minute time span in the Essex/Ipswich, MA, areas. Each sighting is being investigated and reported on as a separate entity. Each is cross-referenced to the other as it appears highly likely that the same lighted object was the stimulus for all the reported sightings.

The attached annotated maps highlight witness/UFO location and the times of the reported UFO sightings. Where UFO movement was reported, an arrow designates UFO flight path/direction.

It may be significant that MA-76-07,08,09,10 & 11 were all sightings in the proximity of 3 USAF Antenna Installations. MA-76-06 could very well have been a sighting of the same UFO at a distance.

Each report, upon completion of investigation, will be sent to the above list. Additional witnesses are being sought through house-to-house canvassing in pertinent areas. Additional sightings within the date/time-frame will be investigated/reported to the above list.

This cover letter and attachments will be sent with each separate report to provide the researcher with a to-date composite overview of the thus-far investigated UFO sighting reports.

Respectfully submitted,

  
Raymond E. Fowler

REF/ref

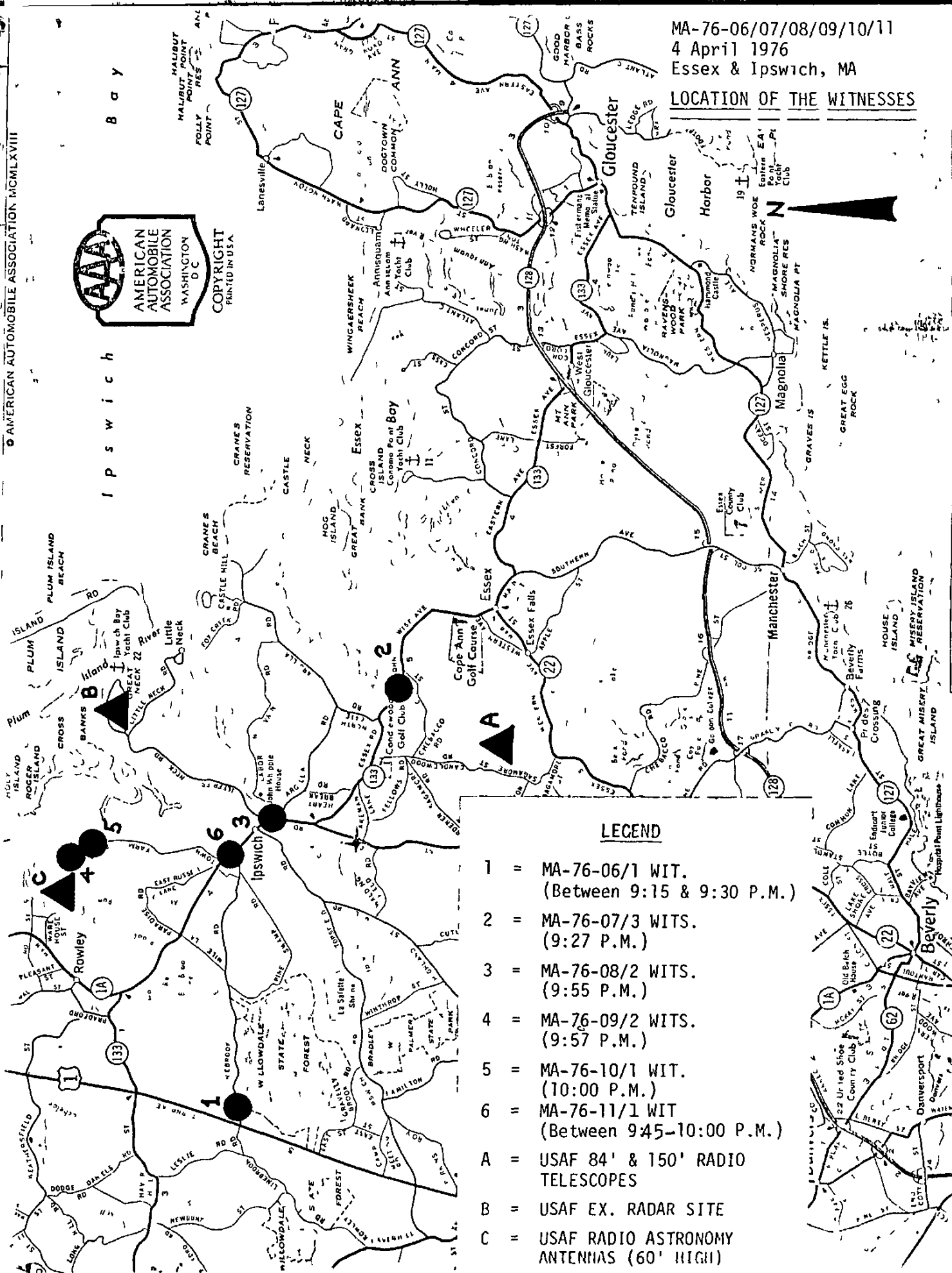
MA-76-06/07/08/09/10/11  
4 April 1976  
Essex & Ipswich, MA

LOCATION OF THE WITNESSES



Ipswich

Bay

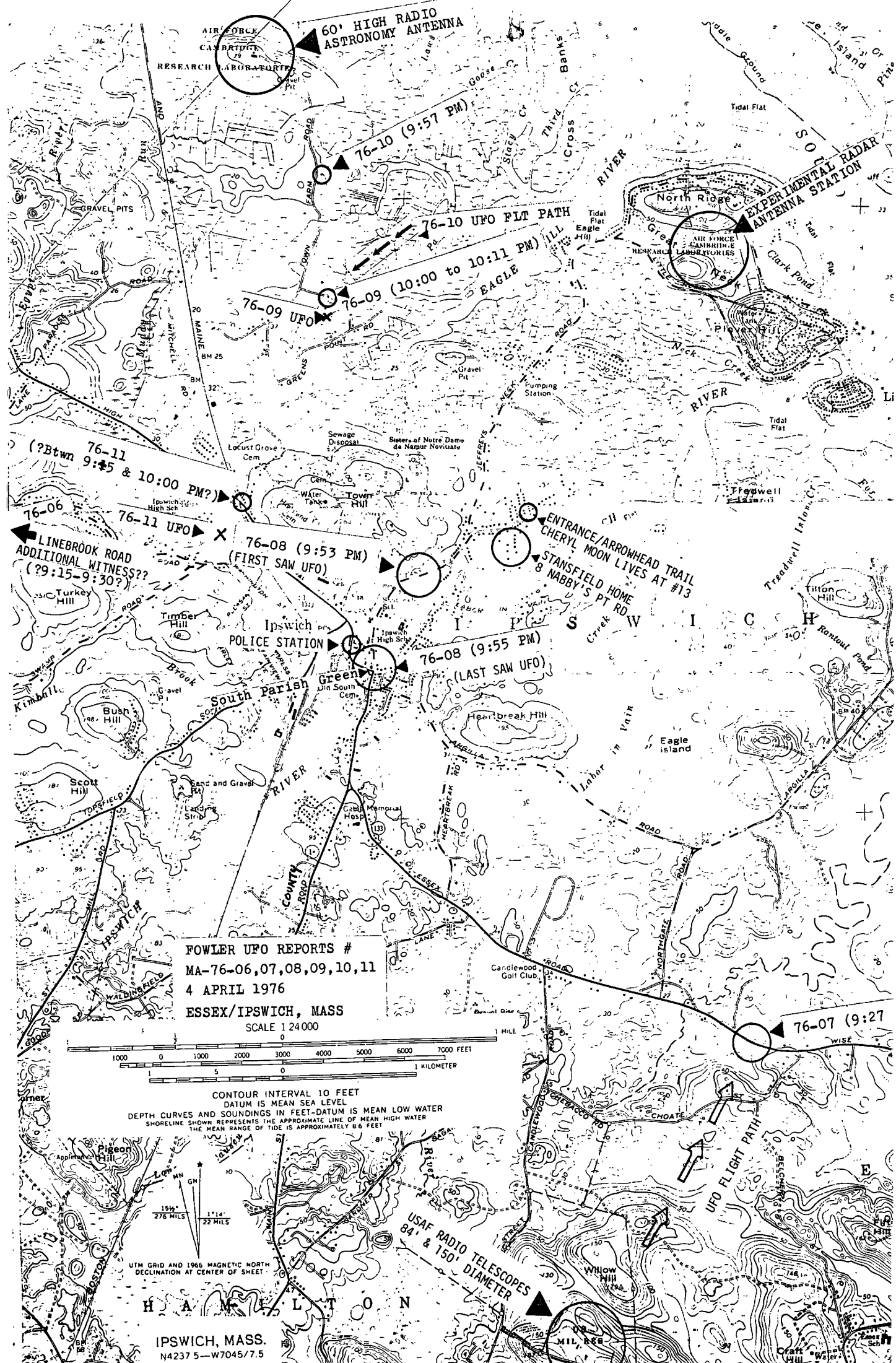


LEGEND

- 1 = MA-76-06/1 WIT.  
(Between 9:15 & 9:30 P.M.)
- 2 = MA-76-07/3 WITS.  
(9:27 P.M.)
- 3 = MA-76-08/2 WITS.  
(9:55 P.M.)
- 4 = MA-76-09/2 WITS.  
(9:57 P.M.)
- 5 = MA-76-10/1 WIT.  
(10:00 P.M.)
- 6 = MA-76-11/1 WIT  
(Between 9:45-10:00 P.M.)
- A = USAF 84' & 150' RADIO  
TELESCOPES
- B = USAF EX. RADAR SITE
- C = USAF RADIO ASTRONOMY  
ANTENNAS (60' HIGH)

AIR FORCE CAMBRIDGE RESEARCH LABORATORIES  
 60' HIGH RADIO ASTRONOMY ANTENNA

EXPERIMENTAL RADAR ANTENNA STATION



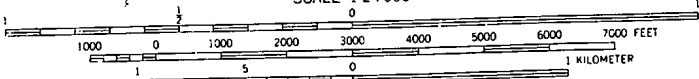
(?Btwn 76-11 9:45 & 10:00 PM?)  
 76-06  
 LINEBROOK ROAD  
 ADDITIONAL WITNESS??  
 (9:15-9:30?)

76-08 (9:53 PM)  
 (FIRST SAW UFO)

76-08 (9:55 PM)  
 (LAST SAW UFO)

ENTRANCE/ARROWHEAD TRAIL  
 CHERYL MOON LIVES AT #13  
 STANSFIELD HOME  
 & NABBY'S PT RD

FWLER UFO REPORTS #  
 MA-76-06,07,08,09,10,11  
 4 APRIL 1976  
 ESSEX/IPSWICH, MASS  
 SCALE 1:24000



CONTOUR INTERVAL 10 FEET  
 DATUM IS MEAN SEA LEVEL  
 DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
 SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
 THE MEAN RANGE OF TIDE IS APPROXIMATELY 8.6 FEET

UTM GRID AND 1966 MAGNETIC NORTH  
 DECLINATION AT CENTER OF SHEET

USAF RADIO TELESCOPES  
 84' & 150' DIAMETER

H A M L T O N

IPSWICH, MASS.  
 N4237 5 - W7045 7.5

FOWLER MA-76-08  
4 APRIL 1976  
IPSWICH, MA

INDEX SHEET

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<u>TOPOGRAPHICAL MAP/AREA</u>		<u>4</u>
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SUBJECT: UFO REPORT MA-76-08  
 TYPE OF REPORT: GENERAL (Form 1 & 2)  
 DATE OF REPORT: 21. APRIL 1976  
 DATE OF SIGHTING: 4 APRIL 1976  
 TIME OF SIGHTING: 21:53 E.S.T.  
 PLACE OF SIGHTING: IPSWICH, MA  
 LOCAL EVALUATION: UNKNOWN (Graded "Significant") \*\*\*  
 TO: MUFON  
 FROM: Raymond E. Fowler  
 Director of Investigations

cc: APRO  
 CUFOS  
 SAFOICC  
 NICAP

\*\*\* - Probably same lighted object witnessed elsewhere in the same area and near time-frame. (MA-76-06,07,09,10 & 11)

SIGHTING BACKGROUND:

The witnesses phoned the Ipswich Police Department about their UFO sighting at about 10:55 PM and then proceeded to the Police Station to file an official complaint. The Ipswich Police phoned to inform me about the incident at 11:00 PM on 4 April 1976.

SIGHTING ACCOUNT: (See also the attached transcript of taped interview/interrogation in detailed back-up)

Donald Robichaud(24), occupation/2nd Class Fireman/Hospital of 14 Brookvale Street, Lynn, MA (617/595-3861) and Miss Cheryl A. Moon(20), occupation/unemployed of 13 Arrowhead Trail, Ipswich, MA (617/355-4621) were driving in Donald's pick-up truck between Cheryl's home and Ipswich Center, on the way to pick up groceries at the Richdale Store for Cheryl's mother. They drove Westerly down Newmarch Street onto County Street (used to/part of East Street and is marked East Street on attached Topographical Map) and continued toward County Road. (County Street becomes County Road) Just a few hundred feet beyond "Alice's Store" (See Topographical Map), they first noticed a cluster of extremely brightwhite lights to their left (approximately SW) at about 15 degrees elevation. As they drove along County Street, they could catch glimpses of it between houses and trees that lined the street. When they took a sharp left (see Topographical Map), its elevation was increasing and they saw that it was almost directly ahead of them. A circular cluster of "intensely bright headlights" appeared to be hovering directly over a large tree situated on the Green in front of the South Parish Church. Its elevations was now about 60 degrees. The lights seemed to form a 50-foot circle. The tree over which the object hovered was about 200 yards away. Altitude estimates varied between 300-1000 feet above the ground.

R.E. Fowler

UFO Report MA-76-08  
4 April 1976  
Ipswich, MA

SIGHTING ACCOUNT: (continued)

Donald and Cheryl parked the truck and looked up at the object. Just prior to bringing the truck to a complete stop, the lights all dimmed to nothing. The impression was that the object had accelerated so fast, from a standstill, that they were observing an "after-image" effect. Donald quickly rolled down his side window. Both heard a muffled roaring sound, "like a distant jet", which dissipated in a moment. They sat in the truck for a few minutes scanning the skies in the event that it might return. When it did not, they performed their shopping chore and returned to Cheryl's home to tell her mother what they had seen. Mrs. Moon thought they were joking because her older, married daughter had seen a strange object back in October 1975. She soon realized it was no joke. Since Mrs. Moon had a "police scanner" radio, they decided to turn it on to see if anyone else had reported the UFO. When they heard the Ipswich Police discussing the Essex UFO sighting in the adjoining town (MA-76-07), they decided to report their experience by phone, and then in person, to the Ipswich Police.

I. NOTE #1

It is interesting to note that Donald and Cheryl watched some other cars go by during their brief sighting of about 2-minutes but that no one stopped their car to look up at the lighted object. A few people were noticed walking in the area but they did not look up to see it either. Later, I canvassed a large number of houses in this area in an attempt to find others who saw it. (See section entitled - ADDITIONAL WITNESSES)

II. NOTE #2

A similar configuration of lights was seen on a hovering/moving object minutes later by witnesses on Town Farm Road. See MA-76-09, 10 & 11 for details)



R.E. Fowler

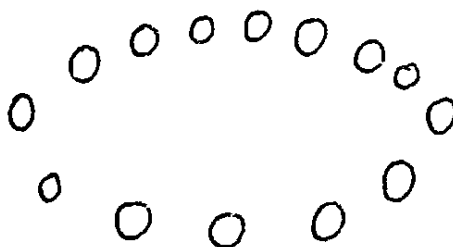
UFO REPORT MA-76-08  
4 APRIL 1976  
IPSWICH, MASSACHUSETTS

3

WITNESS' SKETCH

(Traced from Donald Robichaud's  
sketch made for Ipswich P.D. )

50' Diameter  
circle of  
bright white lights



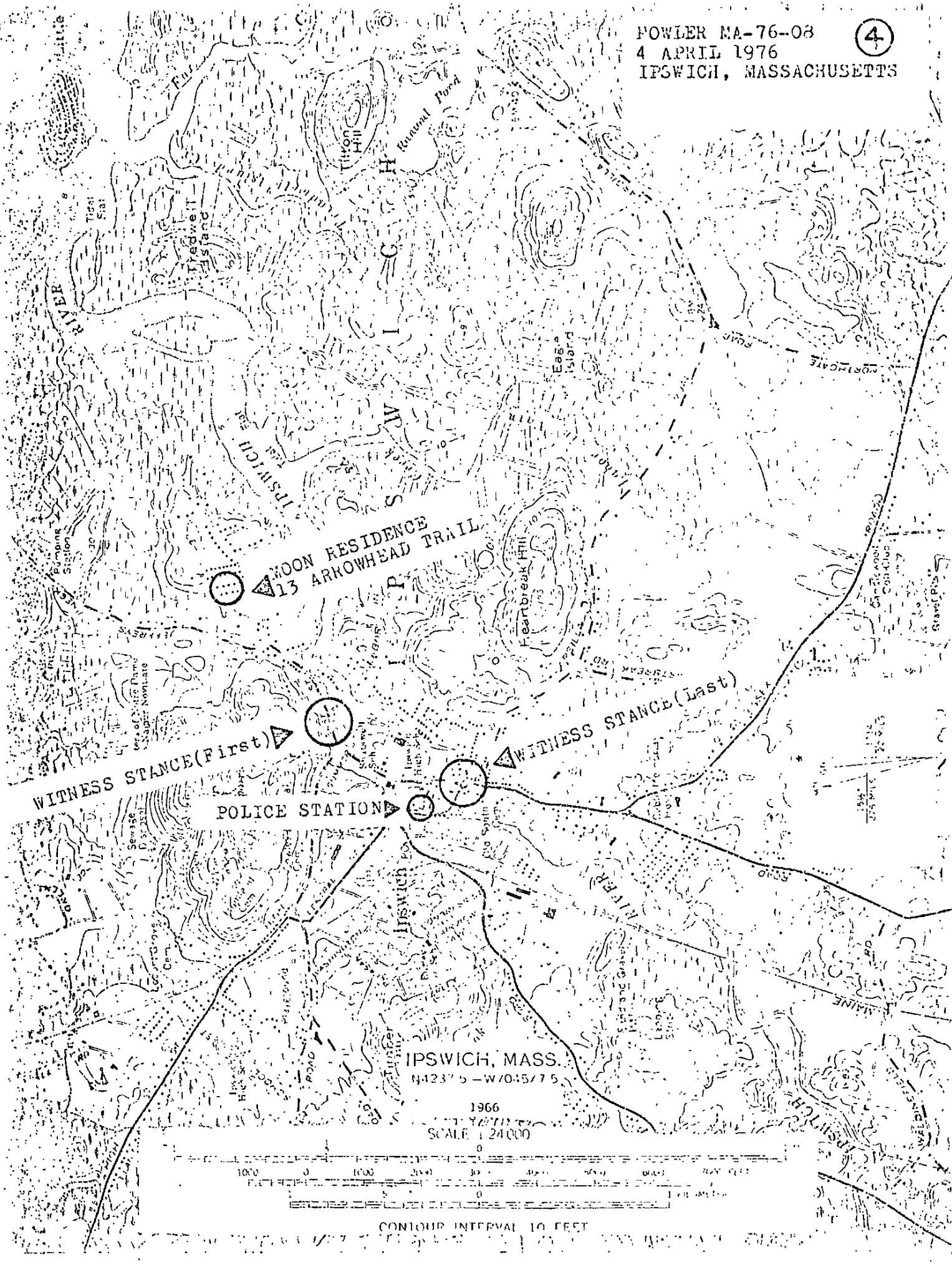
WITNESS' SKETCH

(Traced from Cheryl Moon's sketch  
made for Ipswich P.D.)

Bright white lights  
in semi-circle.



NOTE: Donald felt that the lights formed a circle as he had viewed it from different angles as he approached it. Felt he saw more lights than Cheryl who did not have as good a view, at times, as Donald did, looking out the left driver's seat window.



MOON RESIDENCE  
13 ARROWHEAD TRAIL

WITNESS STANCE (First)

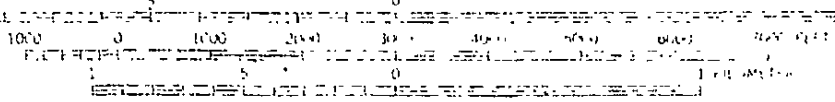
POLICE STATION

WITNESS STANCE (Last)

IPSWICH, MASS.  
N42375 - W704575

1966

SCALE 1:24,000



CONTOUR INTERVAL 10 FEET

R.E. Fowler

UFO REPORT MA-76-08  
4 April 1976  
Ipswich, MA

SIGHTING INVESTIGATION:

I. ACTIVITY LOG

A. 4 APRIL 1976

\* - Checks made for Essex, MA, UFO Sighting MA-76-07 are also applicable to this UFO sighting.

\* 1) 10:15 PM - Received MA-76-07 Essex, MA, UFO Report from Ipswich Police Department.

\* 2) 10:30 to 11:00 PM

- a. Phoned "Skyads"/Night Ad plane company.
- b. Phoned USAF Radio Telescope Site, Hamilton, MA - No answer.
- c. Phoned USAF Antenna Station, Ipswich, MA. - no answer.
- d. Phoned Beverly Airport, Beverly, MA
- e. Phoned FAA Traffic Control Center, Nasha, N.H.
- f. Phoned FAA Tower, Logan Airport, Boston, MA
- g. Phoned U.S.C.G./Merrimac Station, Newburyport, MA
- h. Phoned many local Police Stations.

3) 11:00 PM - Received phonecall regarding this UFO Report, MA-76-08, Ipswich, MA, from Ipswich Police Dept.

4) 11:05 PM - Received another phonecall from the Ipswich Police Department requesting me to come down to the Station then to interview both the Essex (MA-76-07) and Ipswich (MA-76-08) UFO sighting witnesses whom they had called/recalled to the Police Station for me.

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4 April 1976  
Ipswich, MA

5) 11:30 PM - Arrived at Ipswich Police Station to interview witnesses Essex/Ipswich sightings.

B. 6 APRIL 1976

7:55 PM- - Phoned Ipswich, Hamilton, Salem and  
8:40 PM - Beverly, MA Police Stations.

C. 7 APRIL 1976

- 1) 8:45 AM - Phoned Cheryl Moon for appointment.
- 2) 6:40 PM - Interviewed Cheryl and Donald again but at Cheryl Moon's home and at sighting area.

D. 8 APRIL 1976

10:40 PM - Phoned J.B. Thomas Hospital/Place of  
& 11:40 PM - Donald's employment.

\* E. 9 APRIL 1976

- 1) 9:30 AM- - Performed Man-made object check.  
3:15 PM
- 2) 4:00 PM - Phoned National Weather Service at Boston, MA and Portland, ME.

\* F. 10 APRIL 1976

10:00 AM- - Performed house-to-house check in  
12:30 PM - sighting areas.

G. 11 APRIL 1976

- 1) 2:00 PM- - Transcribed taped interviews.  
4:30 PM
- 2) 8:00 PM- - Transcribed taped interviews.  
10:00 PM

\* H. 12 APRIL 1976

9:45 AM - Phoned Plum Island Airport Manager.

\* I. 15 APRIL 1976

3:30 P.M. - Phoned "Ipswich Chronicle" to run ad for additional

\* K. 20 APRIL 1976

- 1) 9:50 A.M. - Phoned NASA, Wallops Is., VA.
- 2) 10:35 A.M. & - Phoned SAC Headquarters, Offutt AFB, Nebraska  
3:00 P.M.  
4:15 P.M.

R.E. Fowler

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4 April 1976  
Ipswich, MA

II. THE INTERVIEW/INTERROGATION: (See also, Tape transcripts)

A. 4 APRIL 1976

I arrived at the Ipswich Police Station at 11:30 PM. Donald and Cheryl were waiting for me (along with the Essex, MA, witnesses). I interviewed them alone, using a tape recorder and had them fill out and sign Form 1's. They appeared to be sincere and most willing to be of help. I dismissed them and told them I would contact them later for further investigation.

B. 7 APRIL 1976

I arrived at the home of Cheryl Moon at 6:40 PM. Her mother answered the door and led me through a darkened house to the dimly-lit kitchen where Cheryl and Donald were sitting. They were very cordial. My first question was to Cheryl's mother as regarding her reaction to the event when Cheryl and Donald had returned that night to tell her about it. She said that they had come in all excited and that she had initially laughed about what they said. Last year, her married daughter had claimed to have been chased by a low-flying glowing object. Other independent witnesses also reported this. (Police confirmed this). However, she soon realized that Cheryl and Donald were serious. They did not phone the police at first because they were afraid that they might not be believed. Mrs. Moon said that she turned on her "Police Scanner" radio to see if anybody else had reported what they had seen. When they heard the Ipswich Police discussing the earlier incident (Essex, MA/MA-76-07), they decided to call the police themselves. (The police confirmed that they had discussed the matter over the air by radio and could have been picked up on the Moon's radio.)

Donald drove Cheryl and I back over the sighting area in the same pick-up truck they had driven in on the night of the UFO sighting. I took a rough azimuth/elevation reading from the position that they had first and last observed the object. When they had first sighted the object, it was in a Southwesterly position at about a 15 degrees elevation. At the position they had last sighted the UFO, it appeared to have been about 60 degrees elevation and about 187 degrees azimuth. (Magnetic Azimuth was corrected by 15.5 degrees to True Azimuth.)

III. ADDITIONAL WITNESS CHECK

A. 4 APRIL 1976

- 1) FAA Air Traffic Control Center, Nashua NH (603/889-1171)

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No UFO reports called in - No uncorrelated radar targets or unusual activity noted in operator logs

- 2) FAA Control Tower, Logan Airport, Boston, MA  
(617/567-2828)

No UFO reports called in - No aircraft with lighting such as witnesses described known to be flying in area.

- 3) USCG (Merrimac Station), Newburyport, MA  
(617/465-0731)

No UFO reports called in - No UFOs sighted from there.

- 4) Essex, MA Police (617/768-6628)  
Manchester, MA Police (617/526-1212)  
Rowley, MA Police (617/948-3388)  
Wenham, MA Police (617/468-4000)

Essex and Rowley Police had heard about the Essex and Ipswich UFO reports via radio from the Ipswich Police and via a phonecall from a friend of the Essex witnesses, but had not received any new UFO sighting reports nor had any officer reported seeing a UFO.

C. 6 APRIL 1976

- 1) Ipswich, MA Police (617/356-4343)

No additional witnesses had phoned in.

- 2) Hamilton, MA Police (617/468-4421)  
Salem, MA Police (617/744-1212)  
Beverly, MA Police (617/922-1212)

No additional witnesses had phoned in.

D. 10 APRIL 1976

I performed a house-to-house check around the South Parish Green and houses on nearby streets from which the reported object could have been observed.

- 1) Mr. Mayes Horsman, 60 County Way, Ipswich, MA, whose house directly faces the tree over which the UFO reportedly hovered, stated that between 9:30 and 10:00 PM, his TV picture was obliterated with horizontal lines. (Note: Same type of interference noted in the Essex sighting area/MA-76-07). Although one cannot prove a connection, such incidents are worth mentioning.

- 2) Mrs. Robert Bodwell of 3 Popular Road, Ipswich, MA, wakes her little boy up nightly around 9:45 PM to bring him to the bathroom. She told me that at about 9:45 - 10:00 PM, she went to her son's room. She did not have her contact lenses on. Suddenly, bright lights shone through the curtains of her son's bedroom. She half thought about looking out to see what the cause was but was in the process of getting her son up. She dismissed the lights as being caused by fire engines or police car lights and went downstairs. It is interesting to note that her son's bedroom window faces the Green and it is doubtful that lights on a fire engine or police cruiser could have caused what she reported. It is quite possible that the bright lights were from the UFO hovering momentarily over the Green several hundred feet away.

(I found that all of those people in the many houses that I checked were either inside or away at the time of the UFO sighting. No one was outside in that area at the time/date of the UFO sighting)

E. 15 APRIL 1976

Arranged with the "Ipswich Chronicle" to run an article requesting other witnesses to report their experience to me with a promise of anonymity as desired.

(NOTE: See separate UFO reports MA-76-06,07,09,10,11 for witnesses who probably observed the same UFO on the same date and near time-frame.)

IV. NATURAL PHENOMENA CHECK

ASTRONOMICAL

The moon was noticed by the witnesses and thus would not have been misinterpreted. Sirius was prominent in the Southwest but would not fit the witness' description of the UFO, especially its angular size, etc. The Short-Lived Phenomena Group, Smithsonian Institute had received no fireball reports. Duration/description rule out a fireball answer in any event.

V. MAN-MADE OBJECT CHECK

- A. "Skyads" Night Ad Plane (617/273-2898-Joseph Budina)

This aircraft has been grounded since September 1975.

- B. USAF (SAC) Flares & NASA Barium Cloud Experiments

Negative - See MA-76-07 for details of my checkout.

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B. "Skylab" Satellite - Not applicable re. description. Also, it transited at 7:16 PM 25 degrees in the NW, moving SW to NE.

C. FAA

- 1) Traffic Control Center, Nashua, NH (603/889-1171)
- 2) Control Tower, Logan Airport, Boston, MA (617/567-2828)

(No unconventional aircraft known to be in sighting area - No uncorrelated targets noted by operators.)

D. HELICOPTER(s)

- 1) USCG, Otis AFB, Cape Cod, MA (617/563-7111) - None airborne.
- 2) USN, Weymouth, MA (617/335-5600) - None airborne.
- 3) USN, Brunswick, ME (207/921-2689) - None airborne.
- 4) USAF, Pease AFB, Portsmouth, NH (603/436-0100)-No helicopters.
- 5) N.G., Otis AFB, Cape Cod, MA (617/968-4152)-Fly Tues/Thurs.
- 6) N.G., Fitchberg, MA (617/345-4800) - Fly Tues/Thurs.
- 7) USA, Fort Devens, Ayer, MA (617/796-3911) - None airborne.
- 8) Wiggins Airways, Norwood, MA (617/762-5690) - None airborne.
- 9) Mass. Aeronautics, Boston, MA (617/727-5350) - None airborne.
- 10) Fisheries Wildlife, Inc., Boston, MA (617/727-3190) - No
- 11) Boston Air Taxi, Beverly Airport, MA (617/922-4177) - No
- 12) U.S. National Park Service, Boston, MA (617/223-3765) - No
- 13) Digital Equipment Corp., Maynard, MA (617/646-8600) - No
- 14) N. Atlantic, Beverly Airport, MA (617/774-7755) - No
- 15) Flt Test Facility, Hanscom Field, Bedford, MA (617/274-8250)No
- 16) WBZ, Boston, MA (617/787-7000) - Not airborne
- 17) Plum Island Airport, MA (617/462-2114) - Just a few fixed-conventionally lighted aircraft were flying that night.

VI. OTHER POSSIBILITIES

A. HOAX

A consistent sighting account coupled with the positive results of a character background check has convinced me that there is no hoax involved in this case.

B. HALLUCINATION/PYSCHIC PHENOMENA

Evidence does not appear to support a hallucination. The couple were sober and reported it to police. I am not qualified in the area of "psychic phenomena"



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VII. WITNESS BACKGROUND CHECK:

A. DONALD ROBICHAUD

I phoned Donald Robichaud's employer, the J.B. Thomas Hospital, Peabody, MA (617/531-2900). The Personnel Manager confirmed that he was employed there as a Second-Class fireman in the hospital's power plant. An interview was arranged with his immediate supervisor, Mr. John Cavanaugh, who informed me that Donald was a reliable worker whom he could always depend upon. He had been Donald's supervisor for about 8 years and said that Donald was of good character, intelligent and certainly not the type who would make up such a story.

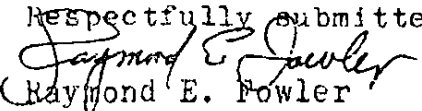
B. CHERYL MOON

Since Cheryl is unemployed, I did check with an acquaintance who lives on the same street. Her family are well known in town, and, although they have a pretty rough, tough background, I was told that the kids were "good kids". The house was not in too good condition on the outside and I believe that the interior was purposely darkened so that I could not see just what it was like inside. Cheryl's father is the former town harbormaster and currently is the clam commissioner for Ipswich, MA. My own impression of Cheryl was that she was honest and sincere and willing to help. I believe that she is basically honest and has reported exactly what had occurred in the best way she was able.

(NOTE: - My local newspaper carried a story about Cheryl's father and his background as clam commissioner, how to prepare clams, etc. - Hamilton-Wenham Chronicle, week of April 7, 1976, pg. 12)

SIGHTING EVALUATION:

Standing by itself, this report would be labeled "ordinary" but because of the abundance of apparently supporting witnesses of the same UFO, I am placing it in the Close-Encounter/"Significant" Category. (Reference also: MA-76-06, 07,09,10,11)

Respectfully submitted,  
  
Raymond E. Fowler

INTERVIEW #1  
4 APRIL 1976  
IPSWICH POLICE DEPT.

TRANSCRIPT OF TAPED INTERVIEW (S)

RF - Raymond Fowler  
DR - Donald Robichaud  
CM - Cheryl Moon

- RF - WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?  
DR - WE WERE TRAVELLING TOWARDS, HEADED TOWARDS, AH, WHAT'S THE NAME OF THAT STREET?  
CM - COUNTY STREET, WE WERE HEADED UP COUNTY STREET.  
RF - HEADED UP COUNTY STREET?  
DR - WESTERLY POSITION AND WE TOOK A LEFT AT, AH, WELL, WE WERE HEADING UP COUNTY STREET AND I NOTICED, NOTICED IT AFTER ALICE'S STORE, ABOUT 200 FEET AFTER ALICE'S STORE -- OFF TO THE LEFT.  
RF - OKAY.  
DR - WHICH WOULD PUT IT AT AN ANGLE ABOUT EVEN WITH THE CHURCH. (South Parish Church/ref) OKAY, SO I'M, WE'RE DRIVING DOWN THE STREET AND, I TOOK A LEFT HAND, AH, TURN, AH, WHAT'S THE NAME OF THAT STREET?  
CM - AH, THE CHURCH HERE?  
DR - WHEN YOU TAKE A LEFT-HAND TURN - DOWN OFF OF COUNTY STREET.  
CM - OH. THAT'S COUNTY STREET (i.e. a continuation of it/ref)  
DR - WELL, WE TOOK IT, WE, YOU BEAR OFF TO THE LEFT, OFF TO THE, AH, LEFT. STRAIGHT DOWN AND THE LIGHT WAS STILL IN THE SAME PLACE. IT, NEVER, DIDN'T EVEN MOVE FROM THE TIME WE GOT TO ALICE'S (store/ref).  
RF - WHAT MADE YOU FIRST NOTICE THE OBJECT?  
DR - WELL, I JUST LOOKED OFF TO THE LEFT AND --  
CM - THE LIGHTS!  
DR - AND I SEEN THE LIGHTS.  
CM - BRIGHT!  
DR - IT WAS BRIGHT. IT LOOKED LIKE, AH, YOU KNOW, A NEW POST THEY HAVE ON 128, LIKE, AH WOBURN, OR SOMETHING LIKE THAT -- WHERE THEY HAVE THE BIG POLES WITH ALL THE LIGHTS ON IT. (He is referring to a new lighting fixture with a circular pattern of bright white lights under a disk-shaped shade that has been put up off Route 128, Woburn, MA)  
RF - YEH.  
DR - THAT'S WHAT IT LOOKED LIKE AND I NOTICED IT AS I CAME OFF THAT POSITION THERE. I TOOK A DEAD ANGLE VIEW, BUT WHEN I CAME OFF OF THE OTHER VIEW, GOING DOWN COUNTY STREET, AFTER I TOOK THE, AH, YOU KNOW, LEFT, THE LEFT TURN THERE, GOING DOWN TOWARDS

4 APRIL 1976

IPSWICH, MA.

(DR/continued) - IT, IT LOOKED THE SAME WAY, BUT, IT WAS, YOU KNOW, CIRCULAR, YOU KNOW, IT  
IT HAD TO BE CIRCULAR, THERE WAS NO WAY THE THING MOVED. IT STAYED IN A CERTAIN POSITION.

RF - DID YOU STOP THE CAR (i.e., pick-up truck/ref) AT ALL?

CM - YES, WE SHUT THE TRUCK RIGHT OFF RIGHT THERE ON THE STREET.

DR - I STOPPED THE CAR AND I LISTENED. I SHUT THE CAR, THE MOTOR OFF TO THE TRUCK AS SOON  
AS WE GOT THERE AND THE LIGHTS JUST WENT OUT!

RF - IT STILL DIDN'T MOVE?

DR - NO, THE LIGHTS WENT OUT.

RF - THE LIGHTS WENT OUT?

CM - IT DIMMED ALL OUT, IT -

DR - THE LIGHTS WENT OUT.

CM - THEY JUST ALL OF A SUDDEN DIMMED WHEN WE GOT CLOSER TO IT.

DR - THEY FADED RIGHT OUT.

RF - THESE WERE WHITE LIGHTS WERE THEY?

DR - YEH.

CM - RIGHT.

DR - AS IF, AS IF, AH, YOU KNOW, THE VEHICLE IS, UST TOOK OFF REAL QUICK (i.e. so fast that  
they had an after-image/ref) IT, THEY, THEY, AH, PHASED OUT, AND AH, I SHUT THE  
MOTOR OFF AND OPENED THE WINDOW UP AND I COULD HEAR THESE MUFFLIZED JET MOTORS LIKE.

RF - CAN YOU DESCRIBE THAT SOUND?

DR - WELL, YOU KNOW WHAT A JET SOUNDS LIKE?

RF - YEH, A RUSHING SOUND.

DR - OKAY, YEH, A RUSHING - BUT THIS SOUND LIKE, IF A JET WAS SAY, TEN MILES AWAY, ALL  
RIGHT? THAT'S WHAT IT SOUNDED LIKE. IT COULD HAVE BEEN A JET. (i.e. the sound, not  
the object, could have been a jet/ref) NOW, IT COULD HAVE BEEN. BUT IT, SOUNDED,  
THAT'S WHAT IT SOUNDED LIKE.

CM - IT SOUNDED LIKE - THIS (i.e. the object/ref) DEFINITELY WASN'T A JET.

DR - A MUFFLED, A MUFFLED-AWAY JET BUT FOR LIGHTS TO HAVE DISAPPEARED THAT QUICK!

RF - WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?

DR - I THOUGHT IT WAS A LIGHT, LIKE -

CM - A STREET LIGHT.

DR - EITHER A LIGHT THAT WAS REFLECTING ON TO THE. AH, TOWER OF THE CHURCH OR SOMETHING  
LIKE THAT THERE.

RF - WHAT WAS THE NAME OF THAT CHURCH?

CM - THE SOUTH GREEN CHURCH. (also called the South Parish/ref)

RF - AH, DID THE OBJECT DO ANYTHING AT ALL AT THAT POINT - JUST HOVERED?

CM - IT JUST HOVERED.

4 APRIL 1976

IPSWICH, MA.

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DR - IT, IT JUST STAYED THERE.

RF - HOW MANY LIGHTS DO YOU THINK WERE ON IT?

DR - OH, CIRCULAR, TO, I HEADED IT FOR AN ANGLE LIKE THAT, WELL PROBABLY 30 DEGREES AND THEN I CAME TO A STRAIGHT 90, THERE WERE LIGHTS ALL THE WAY AROUND IT, I GUESS.

RF - THEY WERE ALL WHITE? YOU DIDN'T SEE OTHER COLOR OF LIGHTS AT ALL?

CM - NO, NONE AT ALL.

RF - AND, YOU LOST SIGHT OF THE OBJECT WHEN THE LIGHTS WENT OUT?

CM - THEY JUST FADED OUT.

DR - I WAS COMING TOWARDS THE END OF THE STREET, AH, YOU KNOW, COUNTY STREET, AND AS WE WERE GETTING TO THE END OF COUNTY STREET TOWARDS 1-A, THE LIGHTS JUST DISAPPEARED.

RF - OKAY, AND THIS WAS TO YOUR LEFT?

CM - NO, THIS WAS STRAIGHT AHEAD OF US.

RF - OKAY, STRAIGHT AHEAD.



UFO REPORT MA-76-08  
4 APRIL 1976  
IPSWICH, MASSACHUSETTS

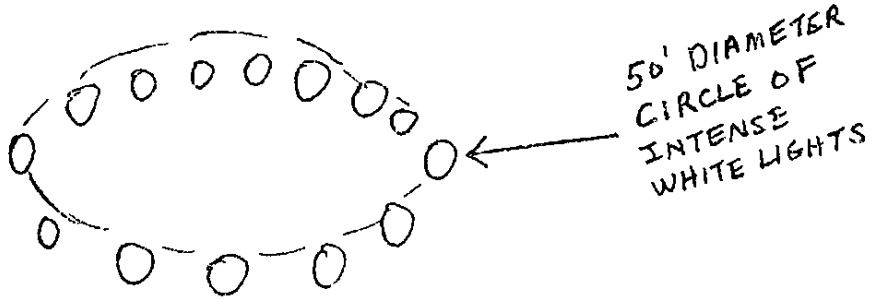
GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR Raymond E. Fowler  
STREET ADDRESS 13 Friend Court, PHONE #/C 617 / 468-4815  
TOWN/CITY Wenham, STATE Mass. ZIP CODE 01984 COUNTY U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT (Label any lights, colors protrusions)

(TRACED FROM WITNESS' SKETCH)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

(Refer to written transcript of taped interview and to the SIGHTING ACCOUNT within this report)

(Continue narrative on reverse side)

PLACE OF SIGHTING

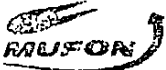
MASSACHUSETTS ESSEX COUNTY IPSWICH CITY/TOWN U.S.A. (COUNTRY)

SIGHTING TIME

9:55 PM (X) AM ( ) / ON EST  
DURATION 2 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

4 APRIL 1976  
DAY MONTH YEAR



FOR REPORT USE  
TEMPERATURE: 33 degrees  
WIND DIRECTION: W  
WIND SPEED: 15 knots  
VISIBILITY: 20 Miles  
CEILING: Clear  
**NWS, PORTLAND, ME**

EDUCATION: High School MAJOR: \_\_\_\_\_  
DEGREE: \_\_\_\_\_  
SPECIAL TRAINING: Special Ops  
VISION: \_\_\_\_\_ COLORBLIND? ( ) EYEGLASSES? ( )  
HEARING: \_\_\_\_\_ GOOD? ( ) POOR? ( ) USE AID? ( )  
HEALTH: \_\_\_\_\_ DURING SIGHTING? Good AFTER? \_\_\_\_\_

WITNESS' NAME: Donald Robert Howard AGE: \_\_\_\_\_  
STREET: 14000 Heath St  
TOWN/CITY: Lebanon PHONE: 525-3121  
PROVINCE: Canada COUNTRY: USA  
OCCUPATION: Second Lieut. Air Force  
EMPLOYED BY: J. B. Thorne

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS ( ) INDOORS ( ) CAR (X) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_  
( GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( ) )  
VIEWED THROUGH: ( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER ( None ) )  
AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )  
AREA/TERRAIN: FIELDS (X) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( )  
AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER \_\_\_\_\_  
SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
UFO DIRECTION: FIRST SEEN IN WEST LAST SEEN IN WEST IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_  
UFO ELEVATION: ( FIRST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_ )  
UFO DISTANCE: WHEN CLOSEST TO ME 200 Yds UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 500  
UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS )  
ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF 1 SHAPE OF circle COLOR(S) \_\_\_\_\_  
( A LIGHT (X) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_ )  
DESCRIBE: SOUND no sound SMELL \_\_\_\_\_ SPEED no noise  
REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW )  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_ )  
APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW? )  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR size \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON )  
BRIGHT AS: A STAR ( ) THE MOON ( ) OR A light LIGHT IF PLACED AT SAME DISTANCE AWAY  
DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)  
CHANGE DIRECTION? (X) HOVER? ( ) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )  
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )  
CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? (X)  
DISINTEGRATE? (X) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 1 DID ANY OTHER AGENCY CONTACT YOU? \_\_\_\_\_

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

SIGNATURE OF OBSERVER  
Donald Robert Howard  
YOU MAY (X) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 4 4 76  
DAY MONTH YEAR



UFO REPORT MA-76-03  
 4 APRIL 1976  
 IPSWICH, MASSACHUSETTS

GENERAL CASES (FORM 1)

SHEET 1 OF 2

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PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR Raymond C. Fowler  
 STREET ADDRESS 13 Friend Court, PHONE A/C 617 / 468-4815  
 TOWN/CITY Wenham, STATE Mass. ZIP CODE 01984 COUNTRY U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT (Label any lights, colors, protrusions.)

(TRACED FROM WITNESS' SKETCH)



A SEMI-CIRCLE OF INTENSE WHITE LIGHTS

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

(Refer to written transcript of taped interview and to the SIGHTING ACCOUNT within this report)

(Continue narrative on reverse side)

PLACE OF SIGHTING

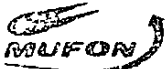
MASSACHUSETTS ESSEX COUNTY IPSWICH TOWN U.S.A. (COUNTRY)

SIGHTING TIME

9:55 PM (X) AM ( ) NONE EST  
 DURATION 2 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

4 APRIL 1976  
 DAY MONTH YEAR



LOCATION OF  
ELEVATION 33 degrees  
WIND DIRECTION W  
WIND SPEED 15 knots  
VISIBILITY Clear  
CEILING 20 Miles  
**NWS PORTLAND, ME**

UNCLASIFIED  
DIRECTION W  
SPECIAL TRAINING  
VISION 20/20 COLOR BLIND? ( )  
HEARING ( ) FAIR? ( ) POOR? ( ) USE AID? ( )  
HEALTH DURING SIGHTING? Same AFTER? Stokey

STRESS' NAME Stacy Moon AGE 20  
STREET 12 Acacia Wood Trail  
TOWN/CITY IPSWICH PHONE 336-4762  
PROVINCE \_\_\_\_\_ COUNTRY \_\_\_\_\_  
OCCUPATION None  
EMPLOYED BY \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM OUTDOORS ( ) INDOORS ( ) CAR (✓) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_  
VIEWED THROUGH ( GLASSES ( ) WINDOW (✓) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER None )  
AREA/LOCATION CITY ( ) SUBURBAN ( ) RURAL (✓) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )  
AREA/TERRAIN FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( )  
VEHICLE/TYPE AIRPORT ( ) POWER LINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER None  
SKY CONDITION CLEAR (✓) PARTLY CLOUDY ( ) OVERCAST ( ) FOGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
PRECIPITATION NONE (✓) RAIN ( ) LOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
LFO DIRECTION FIRST SEEN IN West LAST SEEN IN West IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_  
LFO ELEVATION ( FIRST SEEN - 1/4 (✓) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON OVERHEAD ( ) OTHER \_\_\_\_\_ )  
LFO DISTANCE WHEN CLOSEST TO ME 200 yards ALTITUDE WHEN CLOSEST TO ME 350 ft  
LFO PASSED ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
ALSO IN AREA AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SLAPSHOUGHT ( ) OTHER None  
BEFORE WITNESS SIGHTED LFO ( ) DURING LFO SIGHTING ( ) AFTER LFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED ( AN OBJECT ( ) NUMBER OF 1 SHAPE OF disk COLOR light  
( A LIGHT ( ) NUMBER OF 1 SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
DESCRIBE SOUND none SMELL none SPEED none  
REAL SIZE ( LARGER ( ) SMALLER ( ) SAME SIZE (✓) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER None  
APPARENT SIZE ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 3/4 TIMES THE SIZE OF A FULL MOON  
BRIGHTNESS A STAR ( ) THE MOON ( ) OR A 21" light PLACED AT SAME DISTANCE AWAY  
DID THE OBJECT(S) OR LIGHT(S) (Please elaborate on items checked below, using a separate sheet)  
CHANGE DIRECTION? ( ) HOVER? (✓) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SHINE? ( )  
FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) FLINK? ( )  
ABSORB OBJECT(S)? ( ) OVER POWERLINES ( ) AFFECT TIME/PLACE? ( ) TUMBLE? ( )  
EJECT OBJECT(S)? (✓) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? (✓)  
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )  
CAST LIGHT? (✓) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) CLOW? (✓)  
DISINTEGRATE? (✓) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 0 DID ANY OTHER AGENCY CONTACT YOU? NO  
PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN

Cheryl A Moon  
SIGNATURE OF OBSERVER  
YOU MAY (✓) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 4 4 1976  
DAY MONTH YEAR



FOWLER MA-76-08  
4 APRIL 1976  
ESSEX, MA.

TRANSCRIPT FROM POLICE REPORT\*

IPSWICH, MA., POLICE DEPT.

4 APRIL 1976 (RECORDED ABOUT 11:05 P.M.)

STATEMENT BY:

DONALD ROBICHAUD  
14 BROOKVALE STREET,  
LYNN, MASS. 01905  
595-3861

I was travelling in Western position when spotting a UFO.  
(sic) Another word's a bunch of lights circular shape and then  
disappeared.

\* Original on file at Ipswich, MA., police station - very  
poor photostat in investigator's file.

FOWLER MA-76-08  
4 APRIL 1976  
ESSEX, MA

TRANSCRIPT FROM POLICE REPORT \*

IPSWICH, MA., POLICE DEPT.

4 APRIL 1976 (RECORDED ABOUT 11:05 PM)

STATEMENT BY:

CHERYL MOON  
13 ARROWHEAD TRAIL  
IPSWICH, MASS.  
356-4621

I first saw it down near Alyces Store, it was sort of standing still then, the next time I saw it, it was over the South Side Green about 200 yards away in the sky. It had bright lights all around it. When we got closer, the lights dimmed out and it disappeared. Time was about 5 of 10. It was about 1000 feet off the ground

\* - Original on file at Ipswich, MA., police station - very poor photostat in investigator's file.

SALEM EVENING NEWS  
SALEM, MA  
5 APRIL 1976

UFO REPORT MA-76-07 & 08  
4 APRIL 1976  
ESSEX, MA. (21)

## SALEM NEWS Ipswich residents sight new UFOs 4-5-76

By PAUL TENNANT  
IPSWICH — Two UFO sightings were reported to local police Sunday night.

The first incident took place near the Candlewood Golf Course on Route 133 at 9:35 p.m.

Three people told Sgt. Joseph Carpenter they saw an object with white lights flying perhaps a hundred feet over the tree tops.

They said the lights went out as the object approached them, and that a dome-like feature on the object gave off a bluish glow. The object was headed toward the downtown area, they said.

Twenty minutes later, two persons reported a similar object flying over the South Parish Hall on South Main Street.

They estimated the object was about 50 feet over the hall. They reported seeing flashing white lights, as the first observers had.

But this time, they said, when the lights went out, the object seemed to vanish.

Police declined to identify the

five people who claimed they saw the object.

Raymond Fowler of Wenham, an experienced UFO investigator, was called to Ipswich to interview the observers.

He told The News he talked with them for about an hour, and has begun an investigation of the two reports.

Asked if he thinks there is any legitimacy to the reported sightings, Fowler, who is director of investigations for the Mutual UFO Network, said "Taken at face value, yes. They saw something unusual, and it does take something to call the police. They were very frightened."

Fowler said several people have mistaken an advertising plane parked at Beverly Airport for a UFO.

But that plane has been grounded since September due to technical problems, according to Fowler.

The FAA reported no unusual sightings that night on radar. The Ipswich UFO observers,

though, reported seeing the object well below radar level.

According to Fowler and other investigators, the vast majority of UFO sightings can be attributed to aircraft or other human phenomena.

But there are, he said, a few "close encounters." UFO reports which could not be explained.

Fowler, who has been interested in UFO's since 1947

and investigating them since 1964, commented, "We could be dealing with something from somewhere else. But you really can't prove it until you have the 'something in a hangar and give engineers and scientists the opportunity to check it over.'"

Fowler said a "spectacular" UFO sighting was reported over the Candlewood Golf Course in September, 1965.

# Ipswich Chronicle

Thurs., April 8, 1976

Vol. 104, No. 14, 2 sections, 48 pages, Ipswich, Ma. 01938. a publication of North Shore Weeklies, Inc.

## She's a believer now, says UFO witness

*"Must be those strangers who come every night.*

*Whose saucer-shaped lights put people upright,*

*Leave blue-green footprints that glow in the dark.*

*Hang on, they go home bright.*

*Hey, Mr. Spaceman, won't you please take me along...*

*Roger McGuinn, 1970*  
I was never a believer before but I'm a believer now."

Jean Lerra of East street was talking about flying saucers, extra terrestrial vehicles, spaceships or whatever has come under the general catch-all heading of "unidentified Flying Objects."

There is no doubt in her mind they exist because she saw one Sunday night.

"It was definitely out of the ordinary," she said.

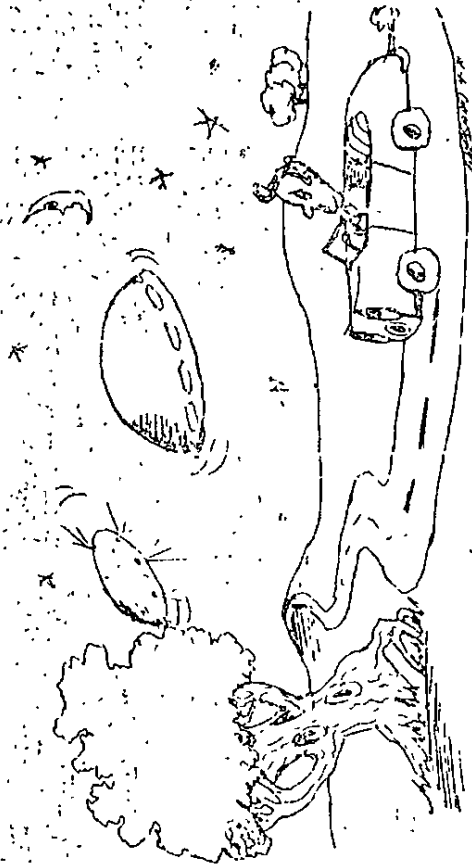
Mrs. Lerra, who was driving on Essex road with Pat and Donald Stansfield of 8 Nabby's Point road just after 9:30 p.m., said the object first approached from the horizon as they neared the Lewis Oyster House past Northgate road.

"It was an exceptionally clear night," she recalled, and the stars seemed to stand right out.

"It seemed to approach us from the horizon and then all the lights went out when it got near the car."

Mrs. Lerra said the object, which was "huge and disc-shaped" was then lit with blue and green lights. It moved with extraordinary speed and made no sounds.

Continued on Page 6



4 APRIL 1976

ESSEX/IPSWICH, MA.

## IPSWICH CHRONICLE, MA.

Page 6 - Week of April 7, 1976

## Letter

Looking forward  
to summer

To the Editor:

Here is my list of cars that stopped at my ice cream stand Robinson's 1975. I have a busy winter going on ski trips with my grandchildren, the Deschenes. Randy the 10-year-old won two silver medals on downhill racing events at Cranmore Mt., North Conway, he won a bronze one last year so we will wish for a gold one 1976.

Here are the states that stopped at my stand Mass., Virginia, Conn., New Hampshire, Maine, Rhode Island, Penn., Ontario Canada, Colorado, Michigan, Florida, Texas, Maryland, Vermont, Que-

bec, Illinois, New York, South Carolina, North Dakota, Ohio, Minnesota, North Carolina, Iowa, Utah, British Columbia, California, Louisiana, West Virginia, Alabama, Washington, D.C., Arkansas, Nebraska, New Jersey, Indiana, Oregon.

Prices on ice cream have gone up due to the 8 percent Mass. tax, but I will never give up the quality of my ice cream.

I use all pure flavors and hope things will get better later. All my supplies tripled in price in 1975, hope 1976 is going to be cheaper for all of us in business.

Sincerely,

Mrs. M. K. Robinson  
Robinson's Ice Cream Stand  
Argilla road

## She's a believer

Continued from Page 1

"I couldn't say how big it was," she said, "but it was about at the height of a helicopter and really looked enormous ... much bigger than the full moon."

Passengers Shouting

According to Mrs. Lerra her two passengers were shouting and pounding her arm and she was not even aware of it.

"I was certainly frightened," she said, "but I was fascinated by it as well."

She had stopped the car, but as the object came closer and appeared to hover over them, she said "we took off and didn't look back."

Apparently the same object was sighted about 20 minutes later near the South Parish House.

Donald Robichaud of Lynn and Cheryl Moon of 13 Arrowhead Trail both reported to police seeing an object hovering above the South Village Green which was very similar to that seen by Mrs. Lerra and the Stansfields.

Mrs. Moon said she first saw the object

And he said the Ipswich sighting, which he termed a "close encounter" is not an isolated incident.

"We've had a string of reports in January and February around the North Shore and southern New Hampshire," he said, "and they parallel this one pretty closely."

He said he had recorded sightings in Amesbury February 20 and in Salisbury February 12.

"We had a really close encounter reported in southern New Hampshire on the 10th and 24th of February," he said, "but officials didn't want to release the name of the town because they were afraid reporters would come around."

Saucers and Struts

"In some of these cases people saw the saucers hovering right above the ground and actually saw struts sticking from the bottom."

So far, Fowler said he has no "normal" explanation for what the local people saw.

# strange object seen in ipswich skies



UFO expert Raymond Fowler of Wenham interviews Mrs. Jean Lerra [with son Cush, rear], and Donald and Pat Stansfield in the Ipswich police station on Sunday night following sighting of mysterious flying object.

Two separate sightings of an unidentified flying object were reported to Ipswich police on Sunday night.

While driving down Essex Road towards town at 9:25 p.m. on April 4, Jean Lerra, 14, of East Street, and Donald Stansfield, 14, and Pat Stansfield, 27, of 8 Nabby's Point Road, sighted a large saucer-like object with white lights blazing coming toward them from Sagamore Hill. (2 RADIO TELESCOPES)

They stopped their car to watch as the object approached the vicinity of Lewis's Oyster House and watched as it hovered about 100 feet above the trees. They said the white lights went out and smaller red, green and blue lights went on and there was a bluish glow above the object. They said the big, dome-like UFO made no sound. "It seemed to be heading toward us," Jean Lerra said. When it was only about one-fourth of a mile from the car, they quickly left the area.

Thirty minutes later, at 9:55 p.m., Don Robichaud of 14 Brookvale St., Lynn and Cheryl Moon of Arrowhead Trail said they were driving down East Street towards County Street when they sighted the big object hovering above the South Parish House. Robichaud, 24, and Ms. Moon, 20, said the object appeared to be about 50 feet in diameter and was about 200 yards from them. They attempted to get closer to it but said it vanished into the air. They rolled down their car window and said they heard a muffled sound.

Both parties went to the police station, where Sgt. Joseph Carpenter was in charge, to report the strange sighting.

Sgt. Carpenter said the object disappeared following the two reported sightings. He contacted the Beverly Airport to see if it had any plane in the area, and was told there was none. He called the U. S. Coast Guard to determine the wind direction, thinking the object might have been a weather balloon.



Sgt. Joseph Carpenter [right] and Police Officer Walter Klimaszewski discuss with Cheryl Moon and Don Robichaud their sighting of the UFO on Sunday night.

Sgt. Carpenter said he learned that there were 20 mile per hour gusts and the wind direction was northwest. "If this was a weather balloon, it would have had to be moving against the wind," he pointed out. "It could not have been a weather balloon."

Raymond Fowler of Wenham, who is a nationally recognized expert on UFOs, was contacted by Carpenter and came to the police station on Sunday night to interview the persons who saw the flying object. He said he was very interested in the sighting.

Several weeks ago police received a report of a strange object sighted over the Candlewood Golf Course on Essex Road. That same weekend it was reported to have been seen by several persons in the Salisbury - Newburyport area. In fact, one woman who resided in a trailer in Salisbury was so frightened when she saw it that she moved out of her trailer for several days. She moved back in only after she had covered every window with heavy draperies.

**Save 35%**

UFO REPORTS MA-76-07/08  
4 APRIL 1976  
ESSEX/ IPSWICH, MA.

**Quint's Drug Store**

Market Square, Ipswich 356-4540  
4 Registered Pharmacists

With this Coupon

Offer Good Through April 12

31. April 9, 1976. Ipswich today

# how to fix a mess of fish

HAMILTON - WENHAM

Page 12 Week of April 7, 1976

CHRONICLE

Wooden spoon club

## Ex-harbor master tells

Without salt pork there is no fish! At least from a cooking and eating point of view, according to once-upon-a-time Ipswich harbor master and clam commissioner, Arthur Moon, of Arrowhead trail, Ipswich. Salt pork and fish go together like ham and eggs, like peanut butter and jelly.

"Moonie" who claims to have been the second baby born in Cable Hospital has been an Ipswich resident all of his life. Except for a World War II army hitch, he has always lived near the water. His father, a trapper, logger and clammer in 1918 brought the first English war bride to this neck of the woods.

Seafood cooking has been a part of the ex-clam commissioner's way of life for as long as he can remember. A "mess of fish" can be prepared in an infinite variety of ways, replete with gourmet sauces and trappings, but the only real way to enjoy what you've caught yourself is to get right down to basics and allow the real fish flavor to shine through, says Moonie.

When he was in the army — he signed up in 1939 — he was a machine gunner and radar man. But, contrary to usual army procedure, he did manage to spend time doing what he liked doing, what he was good at. For five years he was a mess sergeant. As he tells it, the cook he worked under in the beginning had him planning breakfast menus; however, said cook, who preferred drinking to following through on the menus soon enough found himself supplanted by the more industrious Ipswichite. Moonie was in Casablanca

(not with Bogart, though!), saw Tunisia, Algiers and Sicily, and fought his way up the Italy boot, paralleling the famed Hawaiian Japanese troops. Like all good war heroes, Moonie will spin you some funny and some pretty wild yarns. Especially how an ingenious bunch of GI's cooled their beer on the underside of flying aircraft!

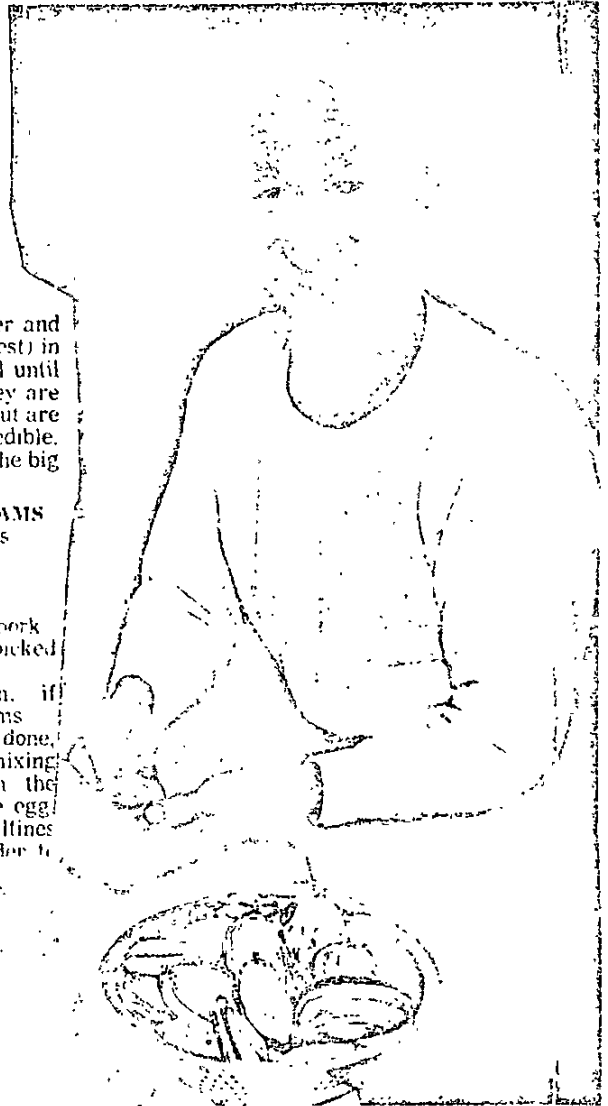
Back home since 1945 and leading a more mundane sort of life, Moonie and his wife, Ann, are parents of six children aged, he says with a laugh, from 8 to almost 30. He and Mrs. M disagree on the final presentation of one particular recipe, but as he says, it all starts out the same and both ways taste good.

### SALT FISH HASH

your own favorite batter and fry in a skillet (iron is best) in a half inch of fat or oil until very golden brown. They are stiff like fried shrimp, but are entirely tenderized and edible. Or, you can bake stuff the big fellows

### BAKED STUFFED CLAMS

Qt. and half ground clams  
pint clam broth  
1 egg  
saltine:  
small amount diced salt pork  
8 sea clam shells, picked clean, from the beach  
small medium onion, if desired, ground with clams  
Steam clams until done, then grind and place in mixing bowl. Add broth from the steaming kettle and the egg Mix. Run enough saltines through the same grinder to



AW SHUCKS. Arthur Moon of Arrowhead trail, Ipswich, former town harbor master and clam commissioner, shucks out clams in preparation for a tasty chowder.

MA-76-08  
4 April 1976  
Ipswich, MA

26

UFO SIGHTING QUESTIONNAIRE COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR NAME Raymond E. Fowler TELEPHONE NO 617468-4815  
FIELD INVESTIGATOR'S ADDRESS 13 Friend Court, Wenham  
STREET AND NUMBER TOWN OR CITY  
Massachusetts 01984 Essex U.S.A.  
STATE / PROVINCE / ZIP COUNTY COUNTRY  
DATE OF FIELD INVESTIGATOR'S REPORT 1976 April 21 AUTHORITY (SEE INSTRUCTIONS)  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING 1976 April 4 IS MONTH/DAY NOT KNOWN CHECK BELOW  
YEAR MONTH DAY  
JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)  
TIME OF UFO SIGHTING 24-HOUR CLOCK TIME 21:53 (IF UNKNOWN CHECK BELOW) DURATION 2 min 20M EST  
DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )  
PLACE OF UFO SIGHTING County Street, Ipswich, MA ESSEX U.S.A.  
STREET ADDRESS OR OTHER IDENTIFIC # TO COUNTY COUNTRY  
OTHER INFORMATION NUMBER OF WITNESSES 2 COORDINATES 42° 41' 70° 50'  
(IF KNOWN) LATITUDE LONGITUDE  
COMMENTS 6 Independent UFO Reports on this date/general time-frame  
in Essex & Ipswich. (ref. MA-76-06,07,08, 09,10,' & 11)

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME Donald Robichaud TELEPHONE NO 617/595-3861  
PRIMARY WITNESS' ADDRESS 14 Brookvale Street, Lynn  
STREET AND NUMBER TOWN OR CITY  
Massachusetts, 01984 ESSEX U.S.A.  
STATE / PROVINCE / ZIP COUNTY COUNTRY  
USE OF WITNESS' NAME MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOKINETIC ( ) RADAR ( ) OTHER \_\_\_\_\_  
COMMENTS Many others apparently sighted same or similar UFO.



# Additional witnesses to UFO sought

To the Editor

I was disappointed not to see anything in this week's paper regarding my personal request for the Chronicle to ask additional witnesses to the 4 April 1976 Essex/Ipswich, MA UFO sighting, to contact me on a confidential basis. Would you be so kind as to run something in this coming week's paper I would certainly appreciate it very much.

I notice that Ed Dudley's letter from St Albans, Vt, was published which suggests that the object seen was re-entering space junk. I checked this out and such an explanation proved negative.\*

1 Stuart Hall, Channel 3, WCAX, Burlington, Vt told me that the incident had occurred at 7 10 p m. The 6 independent location/observers of the UFO took place in segments between 9 27 and 10 11 p m.

2 The "possible" space junk reportedly moved in a North to South direction. The initial Essex sighting moved from SSW to NNE. Other sightings shortly afterward were seen in several directions.

3 The St Albans USAF Radar Station did not track the object as reported by Ed Dudley. A phone call to this installation indicated that their tracking log showed nothing for that time/date/sighting and a talk with the Sergeant in charge revealed that this installation is not capable of tracking incoming space junk.

**Amen**

To the Editor

I would like to answer May Bamford's letter.

Dear Mary  
Amen!

Evelyn Lowely  
22 Stage Hill road  
Ipswich

4 Stuart Hall's information re the St Albans USAF radar station allegedly came from an Edwin Salvas who also works at WCAX. Edwin Salvas denied making the statement. He said that he had heard that some radar station in Ottawa had tracked it but that later investigation showed that the Ottawa station was not capable of tracking it.

Thus far, witnesses of the April 4th UFO sighting involve 5 separate sources in Ipswich (Linbrook road and Town Farm road in addition to the initial sighting on Route 133 in Essex). A very thorough check with a large number of pertinent installations and agencies indicate that the object reported was not an airplane, helicopter, SAC flares, NASA Barium Cloud experiment, satellite re-entry, etc. No natural phenomena has been found that could have been the stimulus for the UFO sightings. Thus far, the object remains unidentified.

It took a literal house-to-house check of suspect areas to unearth the additional witnesses. This is still going on. It would be a great help to the Center for UFO Studies if you could ask the citizens of Ipswich who sighted the object to phone or write me - Ray Fowler, Box 19, Wenham, MA 01984 (468-4815).

Thank you for your cooperation in this matter.

Raymond E. Fowler  
Scientific Associate  
Center for UFO Studies  
13 Friend court  
Wenham

\*For your additional information - The North American Air Defense Command (NORAD) informed me that the only piece of space junk (and a small one at that) that re entered the earth's atmosphere on April 4 1976 was at 5 00 a m EST over 16 hours prior to the initial UFO incident reported in Essex at 9 27 p m EST.

# did you see the ufo?

Raymond E. Fowler of 13 Friend Court, Wenham, is seeking additional witnesses to the UFO sightings in Ipswich and Essex on the evening of April 4.

Any additional witnesses are asked to contact him on a confidential basis by either writing him at Box 19, Wenham, 01984 for calling him at 468-4815.

Fowler is an expert on UFOs and is a scientific associate of the Center for UFO Studies.

He says that so far he has located four additional independent groups of witnesses in carrying out a house-to-house check in the pertinent areas. "I am sure that there are many more," Fowler says.

Two separate parties in motor vehicles first reported the sightings, one in the vicinity of Lewis's Restaurant on Essex Road and the second above the Parish House (now the Drop-in Center) on the South Side.

"Thus far," Fowler says, "a very thorough investigation indicates that no man-made object (helicopter, airplane, flare, etc.) was responsible for the sighting(s) nor was Natural Phenomena. The sighting remains unidentified. The suggestion that it was the re-entry of space junk by a letter to the editor of the Ipswich Chronicle is without basis. The North American Air Defense Command (NORAD) had only one small piece enter the atmosphere on April 4th and that took place during the early morning hours - 5:00 a.m. EST time."

ADDENDUM I  
UFO REPORTS MA-76-07 & 08  
4 APRIL 1976  
IPSWICH, MA

SUBJECT: UFO REPORT MA-76-09  
TYPE OF REPORT: GENERAL (Form 1 & 2)  
DATE OF REPORT: 1 MAY 1976  
DATE OF SIGHTING: 4 APRIL 1976  
TIME OF SIGHTING: 22:00 through 22:11 E.S.T.  
PLACE OF SIGHTING: IPSWICH, MA  
LOCAL EVALUATION: UNKNOWN ("Significant")\*\*\*  
TO: MUFON  
FROM: Raymond E. Fowler  
Director of Investigations

①

cc: APRO  
CUFOS  
NICAP  
SAFOICC

\*\*\* - Probably the same lighted object witnessed elsewhere in the same area, date and general time-frame. (MA-76-06, 07, 08, 10, & 11)

#### SIGHTING BACKGROUND

When investigating UFO Report MA-76-14 (11 April 1976/Essex, MA), Mr. Harrell, father of the MA-76-14 witness, 34 Eastern Avenue, Essex, MA (617/768-6521), told me that one of the men with whom he works had mentioned to him that the wife of another fellow-worker, Mr. Lyle Jenson, Town Farm Road, Ipswich, MA, had seen a strange object from her home on the night of 4 April 1976. I later confirmed this rumor by phone with Mrs. Jenson and set up an interview for the evening of 19 April 1976.

#### SIGHTING ACCOUNT

Mrs. Ruth Jenson (31),<sup>1</sup> was watching television at her home on 93 Town Farm Road, Ipswich, MA (617/356-5139). Suddenly, light flashed through a picture window to her left which overlooked a vast open marsh. She noticed that the clock read about 10:00 P.M. E.S.T. Glancing up, she saw four reddish-orange oval (like an oval upright mirror, but, lying on its side) lights seemingly hovering close at hand over the marsh. Although she heard no sound and the TV was not acting up (as it does when aircraft are in the area), she thought it must be a low-flying aircraft heading directly toward the house. She again turned her attention to the movie on television for a moment or so and then glanced sideways out the window again. She was startled to see the four big oval lights still there in the same place. She then got up, turned down the television and went to the window and stared up at the lights. She strained to hear noise but could not hear any. She then went outside and walked to the edge of the marsh and looked up (60 degrees/elevation) at the still silent oval lights which were apparently attached to an unseen dark object. Its angular size from end-light to end-light was estimated as being 4 times the width of the full moon. It was hovering at an estimated altitude of 50 feet at an estimated 250 yards away over a salt water creek in the marsh to her SSW (magnetic).

? \*

\* (NOTE: - Her earlier estimate was about a hundred feet away but after talking to her husband about the lay of the marsh, he influenced her to change her estimate to 250 yards. See notes re. incompatibility re. elevation vs. estimated size and distance under SIGHTING EVALUATION.)

Ruth then went back inside and sat on the couch looking nervously at the strange lights. Her husband was sound asleep and she wondered if she should wake him up.

R.E. FOWLER

UFO REPORT MA-76-09  
4 APRIL 1976  
IPSWICH, MA

2

SIGHTING ACCOUNT (continued)

Then, abruptly, the red-orange oval lights switched to white oval lights. (Same size/location. Assumed same lights but changing color) At that point, Ruth's phone began ringing and she went to answer it. She came back quickly after terminating the call and looked out the window. The oval lights were gone. She rushed upstairs and looked out all the windows but could not see them. The total sighting duration was about 10 minutes. (Perhaps 13 minutes as it was "about 10:00 P.M. E.S.T. when first noticed and about 10:11 P.M. E.S.T. when last seen")

WITNESS' SKETCH (Based upon witness' sketch on the attached Form 1)



FIRST - 4 large red-orange oval lights (7-10 minutes?)



SECOND - 4 large bright white oval lights (3 minutes?)

FOWLER MA-76-09, 10, 11  
4 APRIL 1976  
IPSWICH, MASSACHUSETTS  
(also ref MA-76-08) (3)

AIR FORCE  
CAMBRIDGE  
RESEARCH LABORATORIES

60' HIGH RADIO  
ASTRONOMY ANTENNA

9:57 PM

MA-76-09 UFO

MA-76-09 WITNESS  
10:00 to 10:11 PM

RADAR ANTENNAS

AIR FORCE  
CAMBRIDGE  
RESEARCH LABORATORIES

MA-76-11 UFO  
9:45-10:00 PM?

MA-76-11 WITNESS

MA-76-08  
9:53-55 PM

SCALE 1:24,000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 FEET

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 METERS

CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL

IPSWICH, MASS.  
N42°37'5" W70°45'7.5"  
1966

R.E. FOWLER

UFO REPORT MA-76-09 (4)  
4 APRIL 1976  
IPSWICH, MA

SIGHTING INVESTIGATION

I. ACTIVITY LOG

\* A. 4 APRIL 1976

10:30 P.M. - 11:00 P.M.

Phoned "Skyads"/Night advertising plane company  
Phoned USAF Antenna Station, Ipswich, MA  
Phoned Beverly Airport  
Phoned FAA (Boston Logan Airport & Center, Nashua, N.H.)  
Phoned USCG/Merrimac Station, Newburyport, MA  
Phoned many local Police Stations

\* B. 6 APRIL 1976

7:55 P.M. - 8:40 P.M. - Phoned Ipswich, Hamilton, Salem & Beverly,  
MA, Police Stations.

\* C. 7 APRIL 1976

- 1) 10:00 A.M. - Phoned USAF Installations/Hamilton & Ipswich, MA
- 2) 11:05 A.M. - Phoned Hanscom AFB PIO
- 3) 1:05 P.M. - Received call from Hanscom AFB PIO

\* D. 9 APRIL 1976

- 1) 9:30 A.M. - 3:15 P.M. - Performed man-made object check
- 2) 4:00 P.M. - Phoned National Weather Service at Boston,  
MA and Portland, ME.

\* E. 12 APRIL 1976

9:45 P.M. - Phoned Plum Island Airport Manager.

F. 14 APRIL 1976

- Heard about this sighting while investigating  
MA-76-14 (11 April 1976/Essex, MA)

G. 15 APRIL 1976

- Phoned "Ipswich Chronicle" to run ad for  
additional witnesses.

H. 16 APRIL 1976

3:15 P.M. - Phoned AFGL, Hanscom AFB, Bedford, MA

SIGHTING INVESTIGATION (continued)I. ACTIVITY LOG (continued)I. 20 APRIL 1976

- 1) 9:50 A.M. - Phoned NASA, Wallops Is., Va. and Eglin AFB.
- 2) 10:35 A.M. & 3:00 P.M. & 4:15 P.M. - Phoned SAC Headquarters, Offutt AFB, Nebraska to check out B-52 flare-drop missions/schedules.

J. 21-23 APRIL 1976

- Performed telephone canvass of sighting area for additional witnesses.

II. THE INTERVIEW AND INTERROGATION (See also taped interview/transcript)

I arrived at the Lyle Jenson residence at about 7:30 P.M. E.S.T. after spending about 30 minutes examining the deactivated USAF Radio Astronomy Unit #1 site (at a distance) and the layout, sounds, aircraft activity in the general sighting area (vast salt marsh).

The Jenson residence is at the end of an 800' driveway which juts out into the marsh, somewhat like a bridge connecting to an island. I was met at the end of the driveway by Mr. Lyle Jenson and a friend (male) who ushered me into the house where his wife, Ruth, was waiting. I taped the initial interview, filled out a Form 1 and had her re-enact the sighting for me. Then we went outside to the witness stance at the edge of the marsh where I took azimuth/elevation readings.

III. ADDITIONAL WITNESS CHECK

- A. Reference Fowler UFO Report MA-76-07, sheets 10 & 11 for data applicable to this report as well.

B. 21-23 APRIL 1976

I performed a telephone canvass check of the following roads in Ipswich for possible additional witnesses but found only one, probably a witness to an earlier sighting of the object. (MA-76-11)

(Town Farm Road, Locust Road, Fowler's Lane, Green Point Road, Jefferey's Neck Road, Ocean Drive and Eagle Hill Road.)

C. 28/30 APRIL 1976

The "Ipswich Times"/"Ipswich Today" weekly newspapers carried my ad for additional witnesses.

IV. NATURAL PHENOMENA CHECK

(Reference MA-76-07, Sheet 12, for data applicable to this report also)

V. MAN-MADE OBJECT CHECK

(Ref. MA-76-07, Sheets 12-14, for data applicable to this report)

VI. OTHER POSSIBILITIES

(Ref. MA-76-07, Sheet 14, for data applicable to this report)

VII. WITNESS BACKGROUND CHECKA. NEIGHBOR

In the course of performing a house-to-house telephone canvass of streets in the sighting area for additional witnesses, I talked to Mr. Donald Bowen, Green Point Road, Ipswich, MA (617/356-3849), whose home is less than 1500 feet across the marsh from the Jenson residence. I did not tell Mr. Bowen of the Jenson sighting but allowed him to tell me about the Jenson family. He thought that their position out on the "island" would have made them good candidates for possible witnesses. He spoke very highly of them and said that Mr. Lyle Jenson was known for being a keen outdoorsman and being acutely aware of what went on in the marshes.

B. PERSONAL IMPRESSIONS

I found that the Jenson family were avid lovers of nature and that they loved living close to nature out on the marsh. Mr. Jenson is a self-employed taxidermist and owns quite a bit of acreage on the marsh. Ruth Jenson has a very sweet personality and is openly and willingly submissive to her husband. There seems to be a real close genuine relationship between them. My impression was that they lived simple, uncomplicated lives and that they were undoubtedly honest and sincere people who prefer living away from a crowded neighborhood and enjoy the isolation of their homesite. The house was clean, simply decorated, plain and very rugged - somewhat like a large chalet.

SIGHTING EVALUATIONI. ANALYSISA. ELEVATION

Ruth Jenson's estimate that the object's elevation was 60 degrees is not compatible with an object hovering 250 yards away at an altitude of 50 - 100 feet. It would be more compatible with an object that was fairly close or that was at a higher altitude. Her first statement to me indicated that she had felt it was closer but after discussing the lay of the marsh with her husband, she changed her estimate. I think that her estimation of about 60 degrees elevation is fairly accurate. Data such as distance and altitude are hard to determine accurately without a backdrop point-of-reference.

B. APPARENT VS ACTUAL SIZE

The estimated angular size/width, from the first to the last oval light was compared to being the same as 4 times the full moon's diameter (or an inch held at arm's length). The estimated actual size was compared to that of a standard car at the same distance. This would be compatible with an object hovering closer and higher unless the object was very huge and farther away. Witnesses of other sightings in the area described the object as about the size of a house. In any event, all one has to go on in such events involving untrained observers are their personal impressions regarding apparent/real object size; elevation; and, distance/altitude. Ruth felt it was close at hand and not very high above the marsh.

C. SHAPE OF LIGHTS

Ruth showed me an upright oval mirror hanging on the wall. She told me that if one were to place it on its side that it would be the exact shape of the object's lights, i.e. oval or egg-shaped. This was the case both when their color was red-orange and later when they changed to white.

D. MISIDENTIFICATION OF AIRCRAFT

An extensive check was made regarding man-made objects for this area for all of the 4 April 1976 Ipswich/Essex, MA, sightings. The object had no conventional identification lights nor did it move or make any noise. It is worth noting that this area is so quiet that you can hear noises a mile or so away over the marshes. Thus, it would appear that Ruth Jenson observed the same UFO that others had sighted in the Ipswich/Essex, MA, area. Just three minutes prior to her sighting, and only 3000 feet north of her position (although hidden by trees bordering the road), Nancy and then Wayne Feener saw a brilliantly-lighted object fly low over the marsh toward the Jenson residence! I am placing this sighting in the "significant" Unknown category.

Respectfully submitted,

*Raymond E. Fowler*  
Raymond E. Fowler



TAPE INTERVIEW/TRANSCRIPT

(RECORDED/19 APRIL 1976  
AT 93 TOWN FRAM RD., IPSWICH, MA.)

RF - RAYMOND FOWLER

RJ - RUTH JENSON

RF - Where were you and what were you doing at the time?

RJ - I was sitting on the couch watching TV and, ah, a light caught my eye, out this big window here.

RF - This one here to your left, yeh.

RJ - Yeh. And I, and there was red lights. Four big red lights. And I kept staring at it and I thought it was an airplane, and I looked at the TV and there wasn't any interference as usual. (i.e., when airplanes overfly the area/ref.) And so I kept staring at it. It was about, oh, twice as high as this house. And it stayed in the particular area for about (pause) ten minutes. And so I shut the TV down and I went outside and I looked up in the sky to where the lights were and there was no noise and I came back in (pause) sat back down on the couch and watched a little more and all the reddish-orange lights turned to white lights (pause) and I just kept on staring at it for a few more minutes and then just - I got doing something (the phone had rung and while she was talking the object left as it wasn't there when she got off the phone/ref.) and I looked back up in the sky and it was gone.

RF - Okay, so you actually didn't see how it left the, ah, area, then.

RJ - No, but it wasn't, oh, wasn't near my house because I went upstairs. (i.e., she looked out a second-floor window overlooking the Marshes/ref.)

RF - Uh-huh, when you went outside did you notice that the, the object moved at all?

RJ - No. It seemed to stay in the same place.

RF - Okay, so it didn't approach the house at all? Or, or move over the marshes or anything? It just stayed in one place - in the same place, you feel, at this time?

RJ - Yeh.

RF - Okay, you didn't notice any noise or anything from it?

RJ - No. I couldn't hear any noise, at all.

TAPE INTERVIEW/TRANSCRIPT - (continued)

- RF - But, oh, you felt, it was strange enough to go outside of the house to take, ah, a look at it?
- RJ - Yeh.
- RF - Ah, okay, ah, this Air Force installation down the street. It's about 9/10 of a mile down the street. Ah, have you ever seen anybody use that installation?
- RJ - No.
- RF - Recently?
- RJ - No.
- RF - Okay. Did you call the police at all about the sighting or report it to anybody?
- RJ - Well, no, I didn't and ah, (pause), the next morning, a friend of mine called me on the phone that has a police radio. I guess that's what you call it.
- RF - Yeh.
- RJ - And, ah, (pause), I said to her, gee I saw something funny in the sky last night and she said, well, ah, I heard on the police radio that that they thought there was a UFO out there. And I said, around 10 o'clock? And she said, yeh. I said, well gee, I watched something up in the sky for about 10 minutes. And then I lost track of it. And she said, I said that was it then, because I didn't, you know, I didn't think it was a plane but I really didn't know what it was.
- RF - Ah, how far <sup>o</sup> out over the marshes do you think it was, ah - are you fairly familiar with the Marsh? If you were to draw a line from, from where it was, and sort of just drop it straight down. About how many feet would it be, ah, out to the Marsh.
- RJ - Actually, it was right on the other side of our little creek here and that's forty feet wide so I'd say about 80 to 100 feet. (She went to get her husband to get an estimate.)
- RF - So, actually, ah, you were almost looking straight up at it? Do you think?
- RJ - Yeh. Well, I came over to the side of the house to really look at it.



UFO REPORT MA-76-09  
4 APRIL 1976  
IPSWICH, MA

SHEET 1 OF 2


10

UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Raymond E. Fowler  
STREET ADDRESS: 13 Friend Court, PHONE: A/C 617 / 468-4815  
TOWN/CITY: Wenham, STATE: MA ZIP CODE: 01984 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



Red Lights For 10 MIN.  
changed to white lights for 5 MIN.

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING.

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

PLEASE REFER TO TAPED INTERVIEW/TRANSCRIPT WITHIN THIS REPORT.

(Continue narrative on reverse side)

PLACE OF SIGHTING

SIGHTING TIME

DATE OF SIGHTING

MASSACHUSETTS ESSEX IPSWICH U.S.A.  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

10:00 PM  AM ( ) / ONE EST  
DURATION 13-13 SEC ( ) MIN  HRS ( )

4 APRIL 1976  
DAY MONTH YEAR



LOOK MUFON USE  
330  
WIND DIRECTION NW  
WIND SPEED 11 KNOTS  
VISIBILITY 20 MILES  
CEILING CLEAR  
PORTLAND, ME

EDUCATION HIGH SCHOOL  
DPCREF MAJOR  
SPECIAL TRAINING  
VISION GOOD 3-3-7  
HEARING GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )  
HEALTH DURING SIGHTING? FINE AFTER? FINE

WITNESS NAME MRS. RUTH JENSON AGE 31  
STREET 93 TOWN FARM ROAD  
TOWN/CITY IPSWICH PHONE 333-5159  
PROVINCE MASS. COUNTRY U.S.A.  
OCCUPATION HOUSEWIFE  
EMPLOYED BY:

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS (X) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: (GLASSES ( ) WINDOW (X) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
(MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_)

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )  
SALT WATER STREAM

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) MARSH

AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR ( ) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
\* DON'T REMEMBER

PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN SSW (NAB) LAST SEEN IN SSW (NAB) IT MOVED FROM HOVERED TO

UFO ELEVATION: (FIRST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON, OVERHEAD ( ) OTHER 60°  
(LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER 60°)

UFO DISTANCE: WHEN CLOSEST TO ME 80'-100' \* UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 50'

UFO PASSED: (IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
(BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

\* LATER, HUSBAND INFLUENCED HER TO CHANGE ESTIMATES TO 250 YARDS.

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) 8m 3m  
(A LIGHT ( ) NUMBER OF 4 SHAPE OF OVAL COLOR(S) RED THEN WHITE

DESCRIBE: SOUND NO SMELL NO SPEED \_\_\_\_\_

REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
(BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR (X) HOUSE ( ) OTHER \_\_\_\_\_

APPARENT SIZE: (HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 4 TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR ( ) THE MOON (X) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( ) HOVER? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )  
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? NO (X) HAVE OUTLINE? ( )  
CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )  
DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? \_\_\_\_\_ DID ANY OTHER AGENCY CONTACT YOU? \_\_\_\_\_

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

*Ruth Jensen*  
SIGNATURE OF OBSERVER  
YOU MAY (X) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED April 19-76  
DAY MONTH YEAR



INVESTIGATOR DATA

FIELD INVESTIGATOR NAME Raymond E. Fowler TELEPHONE AC 617 468-4815

FIELD INVESTIGATOR'S ADDRESS 13 Friend Court, Wenham  
STREET AND NUMBER TOWN OR CITY

Massachusetts, 01984 Essex U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT 1976 May 1 AFFILIATION (if not MUFON)  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING 1976 April 4 IF MONTH/DAY NOT KNOWN, CHECK BELOW  
YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING 22:00 (IF UNKNOWN CHECK BELOW) DURATION 11 min ZONE E.S.T.  
24-HOUR CLOCK TIME

DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING 93 Town Farm Road, Ipswich Essex U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION NUMBER OF WITNESSES 1 COORDINATES 42° 41' 70° 50'  
(if known) LATITUDE LONGITUDE

COMMENTS 6 independent UFO reports on this date/general time-frame in Essex and Ipswich, MA (Ref. MA-76-06, 07, 08, 10 & 11)

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME Mrs. Lyle (Ruth) Jenson TELEPHONE AC 617 356-5139

PRIMARY WITNESS' ADDRESS 93 Town Farm Road Ipswich  
STREET AND NUMBER TOWN OR CITY

Massachusetts/01938 Essex U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

GENFRAI CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS Many others apparently sighted same or similar UFO.

SUBJECT: UFO REPORT MA-76-10  
 TYPE OF REPORT: GENERAL (Form 1 & 2)  
 DATE OF REPORT: 29 APRIL 1976  
 DATE OF SIGHTING: 4 APRIL 1976  
 TIME OF SIGHTING: 21:57 E.S.T.  
 PLACE OF SIGHTING: IPSWICH, MA  
 LOCAL EVALUATION: UNKNOWN (Graded "Significant")\*\*\*  
 TO: MUFON  
 FROM: Raymond E. Fowler Director of Investigations  
 cc: APRO  
 CUFOS  
 NICAP  
 SAFOICC

\*\*\* - Graded "Significant" because probably the same lighted object witnessed elsewhere in the same area, date and general time-frame. (MA-76-06,07,08,09, & 11)

SIGHTING BACKGROUND:

On April 19, 1976, during my investigation of another UFO sighting from Town Farm Road, Ipswich, MA (MA-76-09), I was told by the witness that neighborhood rumors indicated the Wayne Feener family had also seen the object in question. I phoned Mr. Wayne Feener at once from the witness' residence, confirmed this and set up an appointment to interview Mr. and Mrs. Wayne Feener on the following evening.

SIGHTING ACCOUNT: (See also attached transcript of taped interview in detailed back-up)

On April 4, 1976, at about 9:57 P.M. (about 3 minutes before 10:00 P.M. radio news), Mrs. Wayne (Nancy) Feener of 147 Town Farm Road, Ipswich, MA (617/356-4609) was standing at her back door which overlooks a vast salt marsh to the east. About 1.75 miles across this marsh, again, to the observer's east, is the Air Force Geophysics Laboratories' Experimental Radar Antenna Station which was formerly controlled by the Air Force Cambridge Research Laboratories. (Same Group/Different Name). About 1/2 mile to the NNW of the observer is the deactivated AFGL Radio Astronomy Unit #1. Although this site is being dismantled, two prominent antennas remain - one about 60' high with a surrounding staircase and large platform.

Suddenly, the lighted object "just appeared" to Nancy's ESE (true) about 1500-2000' over the marsh and about 2500' away. (10° elevation). It appeared as an exceedingly bright mass of lights, almost as big as a house (estimated 30' long)/apparent size of 1.5 times a full moon) moving very slowly (estimated 30 mph) over the marshes from the ENE (true) to the WSW (true) before disappearing from view behind the edge of the house and bordering trees near the house. (8° elevation).

Nancy heard no sound and yet aircraft and voices, etc., carry over long distances in this remote location along the salt marshes. She had the main door open and was viewing through a combination type, all-glass, storm door. By the time she had recovered from her initial shock and yelled for her husband Wayne to come, the object was just disappearing from their view. Wayne caught only a glimpse of it and assumed it must have been an aircraft's landing lights. Total viewing time, estimated from an on-site re-enactment of the event, was about 15 seconds. It is

R.E. Fowler

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

SIGHTING ACCOUNT (continued)

significant that the object was heading on a direct bearing for the MA-76-09 sighting location where it was again viewed, but in a hovering mode, from between 10:00 to 10:11 P.M. E.S.T. Also significant is the fact that prior to Nancy Feener's sighting, similar sightings had been made in nearby Essex (MA-76-07) and other locations in Ipswich (MA-76-06, 08 & 11)

WITNESS' SKETCH (Traced from Form 1)

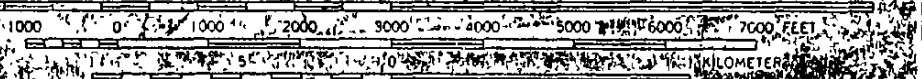


BRIGHT WHITE LIGHTS

FWLER MA-76-09, 10, 11  
4 APRIL 1976  
IPSWICH, MASSACHUSETTS  
(also ref MA-76-08) (3)



SCALE 1:24,000



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL

IPSWICH, MASS.  
N 42375 W 704577.5  
1966



R.E. Fowler

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

SIGHTING INVESTIGATION:

I. ACTIVITY LOG (\*-Data from other report/investigation also applies to this report)

\* A. 4 APRIL 1976

10:30 P.M. - 11:00 P.M. \*

- Phoned "Skyads"/Night Advertising Plane Company
- Phoned USAF Antenna Station, Ipswich, MA
- Phoned Beverly Airport
- Phoned FAA (Boston, MA Logan Airport & Center at Nashua, N.H.)
- Phoned USCG/Merrimac Station, Newburyport, MA
- Phoned many local Police Stations

\* B. 6 APRIL 1976

7:55 P.M. - 8:40 P.M.

Phoned Ipswich, Hamilton, Salem & Beverly, MA, Police Stations

\* C. 7 APRIL 1976

- 1) 10:00 A.M. (?) - Phoned USAF Sites/Hamilton & Ipswich, MA
- 2) 11:05 A.M. - Phoned Hanscom AFB PIO
- 3) 1:05 P.M. - Received call from Hanscom AFB PIO

\* D. 9 APRIL 1976

- 1) 9:30 A.M. - 3:15 P.M. - Performed man-made object check
- 2) 4:00 P.M. - Phoned National Weather Service at Boston, MA and Portland, ME.

\* E. 12 APRIL 1976

9:45 P.M. - Phoned Plum Island Airport Manager

\* F. 15 APRIL 1976

3:30 P.M. - Phoned "Ipswich Chronicle" to run ad for additional witnesses.

\* G. 16 APRIL 1976

3:15 P.M. - Phoned AFGL, Hanscom AFB, Bedford, MA

R.E. FOWLER

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

ACTIVITY LOG (continued)

H. 19 APRIL 1976

First heard about this sighting and performed telephone interview with Wayne Feener. Set up an on-site interview.

I. 20 APRIL 1976

- 1) 9:50 A.M. - Phoned NASA, Wallops Is., Va. & Eglin AFB, Fla.
- 2) 10:35 A.M. & 3:00 P.M. & 4:15 P.M. - Phoned SAC Headquarters, Offutt AFB, Nebraska.

J. 21-23 APRIL 1976

Conducted telephone canvass of streets pertinent to sighting area.

II. THE INTERVIEW AND INTERROGATION (See also taped interview/transcript)

A. 19 APRIL 1976

At about 8:00 P.M., I telephoned Mr. Wayne Feener to confirm a rumor to the effect that he had been a witness to the 4 April 1976 UFO sighting. He said that his wife had seen it and had called him just in time for a quick glimpse of it. I arranged an on-site interview for the following morning.

B. 20 APRIL 1976

I arrived at the home of Wayne and Nancy Feener, 147 Town Farm Road, Ipswich, MA, at 7:00 P.M. E.S.T. I taped the initial interview prior to completing the Form #1 and taking azimuth and elevation readings.

III. ADDITIONAL WITNESS CHECK

A. Reference UFO Report MA-76-07, Sheets 10 & 11 for data which is also applicable to this report re. "Additional Witnesses".

B. 21-23 APRIL 1976

I performed a telephone canvass of the adjoining streets in Ipswich for additional witnesses but found only one, probably a witness to an earlier sighting of the object. See MA-76-11.

NOTE: It is noteworthy to mention that a total of 5 additional UFO Reports were independently reported on this same night of 4 April 1976 within the Essex/Ipswich, MA., area. Reference the following reports for possible "Additional Witnesses": MA-76-06(sometime between 9:15-9:30 P.M.); MA-76-07(9:27 P.M.); MA-76-08(9:55 P.M.); MA-76-09(10:00-10:11 P.M.); and MA-76-11(sometime between 9:45-10:00 P.M.)

R.E. FOWLER

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

- IV. NATURAL PHENOMENA CHECK (Ref. MA-76-07, Sheet 12, for data applicable to this report)
- V. MAN-MADE OBJECT CHECK (Ref. MA-76-07, Sheets 12-14, for data applicable this report)
- VI. OTHER POSSIBILITIES (Ref. MA-76-07, Sheet 14, for data applicable to this report)
- VII. WITNESS BACKGROUND CHECK

No formal background check was made. Mr. Wayne Feener is presently an unemployed general laborer. The Feener home is a rough, small, frame house. It was clean and neat. The Feener's have six children and haven't much (materially speaking) at the present time, but, seem quite content and enjoy living out on the Marsh. Both, in my estimation, were honest and straight-forward in answering my questions. No apparent attempt was made to exaggerate. Mr. Feener emphasized that he had only caught a fleeting glimpse of what his wife had seen at closer-range. Their story was self-consistent and told to me as if both were reliving an actual experience.

SIGHTING EVALUATION

I. ANALYSIS

A. WEATHER (As reported by witness)

The witness(es) report of clear weather is in agreement with my personal observation and the NWS at Portland, ME. (See MA-76-07 for additional data.)

B. AIRCRAFT MISIDENTIFICATION

I do not think that Nancy Feener mistook aircraft landing lights for a UFO because of the following reasons:

1) Nature of the lights.

- a. They were brighter than any aircraft light she had seen before and had a definite "strangeness" to the white color that she found hard to describe.
- b. Landing lights are visible/bright when seen "head-on." The object observed was covered with lights and seen "edge-on" as it moved by her.
- c. Both are familiar with landing lights and pointed out a few from distant aircraft probably bound for Logan Airport, Boston, MA., or operating from the Plum Island, Newburyport, MA., or Beverly, MA., airports.

2) Lack of object noise.

Sound travels for an incredible distance in the marshes. The evening prior, I had sat in my car at the entrance road to the USAF installation in this same area, and I could hear car noises, dogs barking and even faint human voices from Great Neck, Ipswich, MA., over a mile across

R. E. FOWLER

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA.SIGHTING EVALUATION (continued)

the marshes! Aircraft sounds are easily heard. The things that shocked Mrs. Feener were the object's sudden appearance so close, the brilliance and "whiteness" of the lights and the total lack of noise.

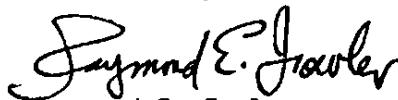
3) Other UFO Reports in area.

Five other UFO Reports of similar description were reported in the general area and date/time-frame. The UFO apparently dropped down over the Marsh, moved slowly by the back of the Feener house at 9:57 P.M. and was next noticed a few minutes later hovering low over the marshland bordering the Lyle Jenson residence by Mrs. Jenson about 3000 feet away. Trees and a bend in the road blocked this view from the Feener's. (See MA-76-09 for the Jenson sighting.)

II. EVALUATION

Under different circumstances, I would have labled this report as an unknown of "ordinary" weight. However, because of a number of similar reports in the area and the high probability that a number of others independently observed the same object, I have placed this report in the "Significant" Unknown category.

Respectfully submitted,

  
Raymond E. Fowler

R.E. FOWLER

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

TRANSCRIPT OF TAPED INTERVIEW

20 April 1976  
7:00 PM E.S.T.

RF - Raymond Fowler  
NF - Nancy Feener  
WF - Wayne Feener

- RF - Where were you and what were you doing at the time?
- NF - Well, um, I was looking out the back door window, just one of the things you do down here. It's so pretty out, you know.
- RF - And what made you first notice the object?
- NF - Well, because I didn't hear anything. We usually hear the airplanes go by and then, um, it was just so bright and it was all of a sudden there and that's why it really--when you see things that are normal then something like that would stick out. It was really very, very bright! It was crystal! Real, real white light. Not like the airplane white, you know.
- WF - This direction, ah, most of the planes come in from this direction. We can see em coming over the marsh and when they get out around the center out there, they put these big landing lights on, or whatever they are and they're pretty bright lights, even on, ah, some of the smaller planes but this was a very, very brilliant white type of a light.
- RF - What did you think the object was when you first noticed it?
- NF - Well, I really did think it was a UFO because, like I said, there's no sound and it was all of a sudden there and I've heard of them being all of a sudden there and then disappearing and this is what, but, this thing moved towards -- well, you know, where the S-curve is down the road there?
- RF - Yeh.
- NF - Well, counter to that direction and then I couldn't see it anymore because of looking out the window. I wasn't outside.
- RF - I see.
- NF - And then it was gone. Simple as that.
- RF - Describe your reactions and actions, during and after sighting the object. Ah, what did you do? Did you--What did you do after you saw it? Did you just observe it yourself?
- NF - I, I just told my husband and then the next day I heard it on the news, so I says, "Gee, I really did see a UFO". But I didn't think too much of it cause a lot of people see them. It's getting common as far as I can understand.
- RF - Did you, ah, see it too Wayne?
- WF - I just caught a glimpse of the thing but I didn't, ah, make anything out of it at all, ah, I just thought it was a landing light of a plane, at first, just a very, very bright one and I, I didn't think very much of it.

R.E. FOWLER

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

9

- RF - Well, describe the object and its actions. When you first saw it, you say it appeared, just like that? Did it stay in one place or did it move from that time on? Did it hover for awhile or did it move immediately?
- NF - Well, when it first just appeared, it was just bright and I watched it for maybe, - not even a minute but then it started to move towards that direction, that way, I wouldn't know directions but towards the S-curve where I couldn't see it.
- RF - And how did you lose sight of it?
- NF - Because I couldn't, you know, just went as far as I can see from what my window was, you know, my back door window.
- RF - I see. Have you noticed, ah, any Air Force personnel down to the installation, down at the end of the street, ah -
- WF - No.
- RF - Ah, the old antenna site?
- WF - No.
- RF - When was the last time you saw personnel there? Do you remember?
- WF - Oh (pause), gee, I think probably three or four months ago I saw a truck, ah, disassembling an antenna that they were taking out of there.
- RF - Yeh, they've deactivated the place down there.
- WF - Yeh.
- RF - Did you call the police at all concerning what you saw?
- NF - No.
- RF - No? Do you know of anybody else in the area that seen, that saw the -
- WF - No.
- RF - - the object?
- WF - No. We thought we were probably the only ones that noticed it until, ah, we heard the following day, several reports about it.
- RF - Ah-uh, and you heard that on the radio, or on the, the newspaper, or?
- WF - It was in the "Ipswich Chronicle".
- NF - The next day, well, we listen to the Ipswich news every day, just about.
- RF - I see.
- NF - That's where I heard it and Wayne came home and I said, "Gee, Wayne, do you know what, what I did see really was a UFO?" And, "What do you know about that?" - you know?



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Raymond E. Fowler  
 STREET ADDRESS: 13 Friend Court, PHONE: A/C 617 / 468-4815  
 TOWN/CITY Wenham STATE: Mass. ZIP CODE: 01984 COUNTRY: Essex

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



BRIGHT WHITE

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

SEE TRANSCRIPT OF TAPED INTERVIEW FOR ANSWERS TO THE ABOVE QUESTIONS

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASSACHUSETTS ESSEX IPSWICH U.S.A.  
 STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

SIGHTING TIME

9:57 PM  AM ( ) / ONE - E.S.T.  
 DURATION 15 SEC  MIN ( ) HRS ( )

DATE OF SIGHTING

4 APRIL 1976  
 DAY MONTH YEAR

UFO REPORT MA-76-10  
4 APRIL 1976  
IPSWICH, MA

11



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PAGE 2 OF 2

FOR MUFON USE  
TEMPERATURE 55°  
WIND DIRECTION NW  
WIND SPEED 11 KNOTS  
VISIBILITY 20 MILES  
CLOUDING CLEAR  
NWS/FORECASTING ME.

EDUCATION N-HIGH & VJ 10TH  
DEGREE  
SPECIAL TRAINING MAINTS - AIRCRAFT  
VISION GOOD COLORBLIND? ( )  
HEARING ( ) FAIR? ( ) POOR? ( )  
HEALTH DURING SIGHTING? GOOD AFTER? GOOD

WITNESS NAME NANCY & WAYNE FEENER  
STREET 147 TOWN FARM ROAD  
TOWN/CITY IPSWICH PHONE 356-4800  
PROVINCE MASS COUNTRY USA  
OCCUPATION LABORER  
EMPLOYED BY UNEMPLOYED

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS ( ) INDOORS (X) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_  
(GLASSES ( ) WINDOW (X) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
VIEWED THROUGH: ( )  
(MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )  
AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) MARSH  
AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER USAF ANT

SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
PRECIPITATION: NONE ( ) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
UFO DIRECTION: FIRST SEEN IN ESE (TRUE) LAST SEEN IN SSE (TRUE) IT MOVED FROM ENE TO WSW  
(FIRST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER 10°  
UFO ELEVATION: ( )  
(LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON, OVERHEAD ( ) OTHER 8°

UFO DISTANCE: WHEN CLOSEST TO ME 2500' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 1500'-2000'  
(IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
UFO PASSED: ( )  
(BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
( A LIGHT (X) NUMBER OF MANY SHAPE OF \_\_\_\_\_ COLOR(S) WHITE

DESCRIBE: SOUND \_\_\_\_\_ SMELL \_\_\_\_\_ SPEED 30 MPH

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER 30'

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 1.5 TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A ? INTENSE WHITE LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( ) HOVER? ( ) AFFECT RADIO/TV? (X) FLUTTER? ( )  
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? (X)  
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? (X)  
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )  
CAST LIGHT? (X) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? (X)  
DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 0 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

[Signature]  
SIGNATURE OF OBSERVER  
YOU MAY ( ) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 20 APRIL 1976





INVESTIGATOR DATA

FIELD INVESTIGATOR NAME Raymond E. Fowler TELEPHONE AC 617/468-4815

FIELD INVESTIGATOR'S ADDRESS 13 Friend Court, Wenham  
STREET AND NUMBER TOWN OR CITY

Massachusetts/01984 Essex U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT 1976 April 29 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING 1976 April 4 IF MONTH/DAY NOT KNOWN CHECK BELOW  
YEAR MONTH DAY  
 JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING 24-HOUR CLOCK TIME 21:57 (IF UNKNOWN, CHECK BELOW) DURATION 15sec ZONE EST  
 DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING 147 Town Farm Road, Ipswich Essex U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION NUMBER OF WITNESSES 2 COORDINATES (IF KNOWN) 42° 41' 70° 50'  
LATITUDE LONGITUDE

COMMENTS 6 independent sightings on this date/general time-frame in Essex & Ipswich. (Ref. MA-76-06,07,08,09 & 11)

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME Nancy Feener TELEPHONE AC 617/356-4609

PRIMARY WITNESS' ADDRESS 147 Town Farm Road Ipswich  
STREET AND NUMBER TOWN OR CITY

Massachusetts/01938 Essex U.S.A.  
STATE/PROVINCE/ZIP COUNTY COUNTRY

USE OF WITNESS' NAME MAY  MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

GENERAL CASE  ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOCGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS Many others apparently sighted same or similar UFO.

SUBJECT: UFO REPORT MA-76-11  
 TYPE OF REPORT: GENERAL (Form 1 & 2)  
 DATE OF REPORT: 4 MAY 1976  
 DATE OF SIGHTING: 4 APRIL 1976  
 TIME OF SIGHTING: (sometime between) 21:45 and 22:00 E.S.T.  
 PLACE OF SIGHTING: IPSWICH, MA  
 LOCAL EVALUATION: UNKNOWN ("Significant") \*\*\*  
 TO: MUFON  
 FROM: Raymond E. Fowler cc: APRO  
 Director of Investigations CUFOS  
 NICAP  
 SAFOICC

\*\*\* - Probably the same lighted object witnessed elsewhere in the same area, date and general time-frame. (Ref. MA-76-06,07,08,09 & 10)

SIGHTING BACKGROUND

During a telephone canvass of a number of streets bordering the sighting area of UFO Reports, MA-76-09 & 10, I talked to a Mr. Arthur Hardy, 14 Town Farm Road, Ipswich, MA (617/356-4150) on 21 April 1976. He told me that he had not seen anything unusual the night of 4 April 1976, but, that a friend of his named Charles Stevens had sighted something strange while enroute home from a visit with a Bob Fowler (no relation to this investigator), Town Farm Road, Ipswich, MA (617/356-5516) (Listed under Russell Fowler). I phoned Charles Stevens, confirmed this rumor and set up an appointment for an interview at his home for 8:30 P.M. E.S.T. on 24 April 1976.

SIGHTING ACCOUNT

On April 4, 1976, sometime between 9:45 and 10:00 P.M. E.S.T., Mr. and Mrs. Charles Stevens, 16 Dornell Road, Ipswich, MA (617/356-2668), were driving southerly on Town Farm Road, homeward-bound after visiting with friends at a Bob Fowler's house, Town Farm Road. Almost as soon as he began driving along Town Farm Road, Charles noticed (through his windshield) a string of steady white lights in the distance at about a 3-4 degrees elevation. At first he thought they must be some kind of street lights but as he got closer, they got larger. Each took on an oval shape and he realized that they seemed to be hovering 50-75 feet above the "Linebrook Playground" about 300 yards away at about a 4-5 degrees elevation. Startled he slowed his car and then turned right and stopped at the junction of Town Farm Road and High Street in the parking area of an inactive, seasonal, vegetable stand - "Hetner's Stand". He now was observing the big six oval white lights (steady) through his car window (driver's side).

R.E. FOWLER

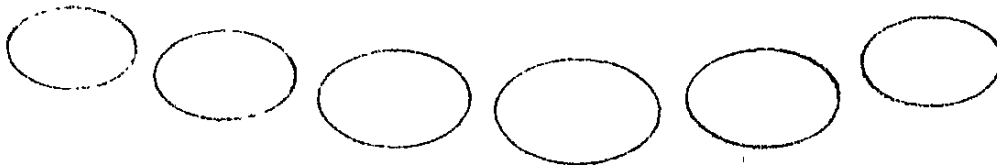
UFO REPORT MA-76-11  
4 APRIL 1976  
IPSWICH, MA

2

SIGHTING ACCOUNT (continued)

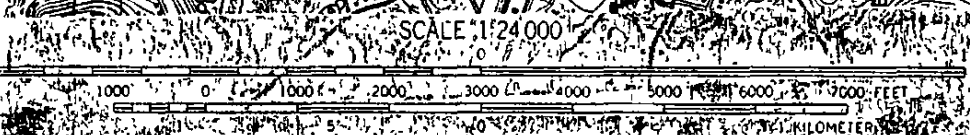
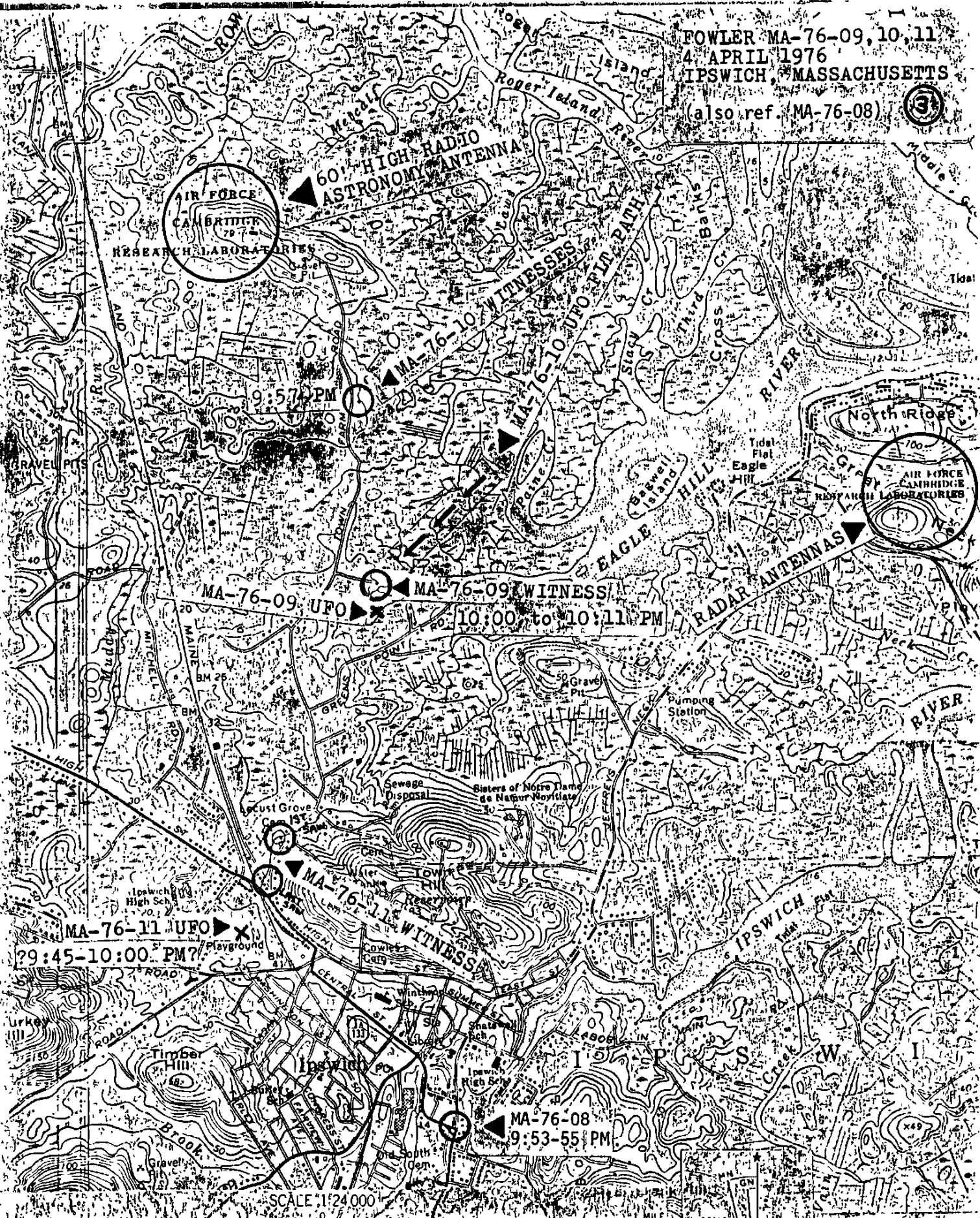
Charles told me that he had the definite impression the lights were wrapped around a curved surface. The middle oval seemed larger and the others got slightly/progressively smaller and distorted on either side. These lights on either end appeared to be bending around a concave surface. Their intensity was compared to moonlight. They reminded him of lights shining through house windows. He tried several times to alert his wife to see the lights but she had had too much to drink and was heavily under the influence of alcoholic beverages consumed at their friend's house. (KEEP THIS CONFIDENTIAL). Charles told me that he was completely sober and although he did manage to watch the lights for another minute, his wife's urging to be brought home caused him to leave the area and the hovering object. Later, when he heard the police talking about a UFO being sighted in the area on his "scanner radio", he wished that he had stayed and further investigated the object. Charles had a "scanner radio" because he works for the Ipswich Fire Department. He did not report the incident to the police for fear of being made fun of by persons he knew on the police force. Total viewing time was about 3 minutes from the time he first saw the object to the time he drove away from "Hetner's Stand". He could not see it from Dornell Road where he lives which is only about 1000 feet NNW of "Hetner's Stand". This indicates that Charles' estimate of the low altitude of the object is accurate. If the object had remained over the playground, but at a higher altitude, he should have seen it from Dornell Road.

WITNESS' SKETCH (copied from sketch on Form 1)



LIGHTS SEEMED WRAPPED AROUND A CURVED SURFACE

FOWLER MA-76-09, 10, 11  
4 APRIL 1976  
IPSWICH, MASSACHUSETTS  
(also ref. MA-76-08) (3)



IPSWICH, MASS.  
N 4237.5 W 7045.75  
1966

CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL

SIGHTING INVESTIGATIONI. ACTIVITY LOG (\*-Data from other investigations applies to this report)\* A. 4 APRIL 1976

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\* F. 15 APRIL 1976

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Eglin AFB, Fla.

- 2) 10:35 A.M. & - Phoned SAC Headquarters, Offutt  
3:00 P.M. & AFB, Nebraska.  
4:15 P.M.

\* I. 21 APRIL 1976

7:00 P.M. - 9:00 P.M. - Conducted telephone canvass of streets in the sighting area of other reports and was told about this sighting.

J. 22-23 APRIL 1976

7:00 P.M. - 9:00 P.M. - Continued telephone canvassing of sighting area(s) for additional witnesses.

K. 24 APRIL 1976

8:30 A.M. - Interviewed Charles Stevens at his home and at the sighting area.

L. 4 MAY 1976

4:30 P.M. - Phoned Ipswich Fire Department to perform witness character check.

II. THE INTERVIEW AND INTERROGATION

A. 21 APRIL 1976

After finding out about Charles Steven's UFO sighting during a telephone canvass of Town Farm Road, Ipswich, MA, for witnesses to other reports under investigation, I phoned him and conducted an initial telephone interview.

B. 24 APRIL 1976

I arrived at Charles Steven's home at 16 Dornell Road, Ipswich, MA., at 8:30 A.M. The house was a small ranch with a neat well-kept lawn and flower gardens. A septic tank truck, which Charles operates part-time, was parked in the driveway. One of Charles' daughters, who was watching TV cartoons, answered my knock on the door. She awoke her mother who phoned Charles who had just gone down to the fire station for something. He soon was back and I questioned him and filled out a Form 1. When asked why she hadn't seen the UFO, Mrs. Stevens was embarrassed and admitted that she had had too much to drink that night and wasn't in any condition to have seen the object. She was sick and just had wanted to get home. Then, Charles and I drove over the sighting area where he re-enacted his actions during the sighting and where I took azimuth and elevation readings.

III. ADDITIONAL WITNESS CHECK

A. Reference UFO Report MA-76-07, Sheets 10 & 11, for data which is applicable to this report also.

B. 21-23 APRIL 1976

I performed a telephone canvass of adjoining streets for this and other sightings in an attempt to find additional witnesses.

C. 28/30 APRIL 1976

The "Ipswich Times"/"Ipswich Today" carried my ad for additional witnesses.

D. A total of 5 additional UFO reports were independently reported on this same night of 4 April 1976 within the Essex/Ipswich, MA., area. (MA-76-06, 07, 08, 09 & 10)

IV. NATURAL PHENOMENA CHECK

(Ref. MA-76-07, Sheet 12, for data applicable to this report)

V. MAN-MADE OBJECT CHECK

(Ref. MA-76-07, Sheets 12-14, for data applicable to this report)

VI. OTHER POSSIBILITIES

(Ref. MA-76-07, Sheet 14, for data applicable to this report)

VII. WITNESS BACKGROUND CHECK

I phoned the Ipswich Fire Department (617/356-4322) to perform a character check on Charles Stevens. Since the fire chief was in the hospital sick, I was referred to the acting fire chief, Mr. Melvin Bowen, 5 Arrowhead Trail, Ipswich, MA (617/356-3223). Mr. Bowen told me that Charles had confided with him about sighting the object on the morning following the sighting (5 April 1976), but that he had not wanted to file an official report with the police because of fear of ridicule. Mr. Bowen vouched for Charles' honesty and sincerity. He stressed how reliable he was on the job. He told me that Charles was definitely not the type to joke about something like that.

(I received the same impression. He was apparently honest and straight forward, even to the extent of openly admitting with his wife that she had been drunk during the sighting but that he was sober. They didn't have to tell me that.)

SIGHTING EVALUATIONI. ANALYSISA. AIRCRAFT MISIDENTIFICATION

The shape/color of the lights and hovering ability of the object, negative man-made object check coupled with other reports of a similar lighted object appear to rule aircraft out as an explanation.

B. SIGHTING AREA

- 1) Near R.R. tracks (see map) and over a large open playground. (A check with houses along this playground did not turn up any additional witnesses nor anyone who had been outside or looking out their windows during the sighting time-frame.
- 2) The object was partly behind a few bare trees located about 200-300 feet from the witness and (significantly) in-front-of a back-drop of woods on Turkey Hill, about 7000 feet from the observer.

C. SIGHTING CONDITIONS

Unfortunately, Charles viewed the object through the windshield and then the side closed window of a car with its motor running. Since the object was observed both through a curved windshield and straight window, his impression of the oval lights being on a curved surface probably is valid. Any object noise, unless extraordinarily loud, would have been difficult to hear from the closed car with its engine running.

D. SIGHTING TIME

This is the one report of the six reports which is difficult to place time-wise in relation to the other sightings. If, in reality, the object was seen by Charles Stevens sometime between 9:45 - 10:00 P.M. and if one assumes that all 6 reports dealt with the same object and that witness' estimates of times are correct, then, one would have to place the chronological sequence of this sighting after MA-76-06 (between 9:15 and 9:30 P.M.) and MA-76-07 (9:27 P.M.) and prior to MA-76-08 (10:55 P.M.). Fortunately, witnesses of MA-76-07,08,09 & 10 are reasonably sure of their sighting times because they had glanced at clocks or watches.



D. SIGHTING TIME (continued)

Speculating in retrospect, it would seem that the object was seen approaching the area at a distance by the MA-76-06 witness before the close-encounter at Essex, MA took place (MA-76-07/9:27 P.M.) It then moved to the area of the Linebrook Playground and hovered low at an elevation of 4-5 degrees at about 9:50 P.M. (MA-76-11). Apparently it then moved and hovered over the South Parish Green at a higher elevation of 60 degrees at 9:55 P.M. (MA-76-08) before moving to the marshland area bordering Town Farm Road and moving slowly by the MA-76-10 witnesses at 9:57 P.M. and into the MA-76-09 area where it hovered between 10:00 - 10:11 P.M.

E. UFO LOCATION

One might be tempted to believe that some of the six sightings were concurrent viewings of the same object because in almost every instance, the witnesses were looking in a southerly direction. However, the vast differences in time, object elevation estimates, object movement and the different locations seem to rule this out. The possibility of everyone viewing the same phenomena at the same time did prompt me to check with the proper authorities concerning possible Barium Cloud experiments fired by rockets from Wallops Is., Va. and B-52 parachute-flare drops, etc. but this proved to be negative. The overall description of the object did not match such phenomena anyhow.

II. EVALUATION

If this UFO report stood by itself, i.e., without the five additional/similar sightings that occurred in the same general date/location/time-frame, I would have labeled it an "ordinary" unknown. However, since it is highly probable that the other reports were of the same object, I have placed this sighting in the "significant" unknown category.

Respectfully submitted,

  
Raymond E. Fowler



UFO REPORT MA-76-11  
4 APRIL 1976  
IPSWICH, MA

SHEET 1 OF 2

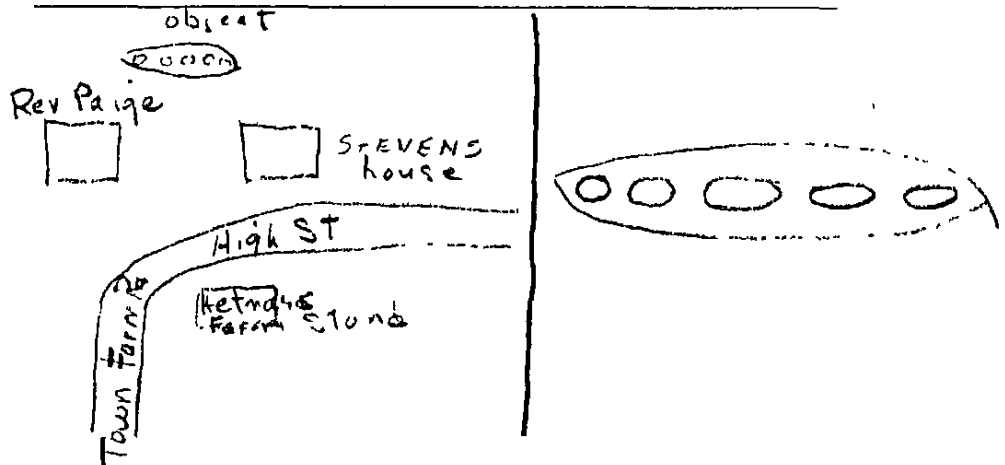
9

UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR Raymond E. Fowler  
STREET ADDRESS: 13 Friend Court, PHONE A/C 617 468-4815  
TOWN/CITY: Wenham, STATE: MA ZIP CODE: 01984 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

SEE "SIGHTING ACCOUNT"  
IN DETAILS OF WRITTEN  
REPORT FILED

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASSACHUSETTS ESSEX COUNTY MASSACHUSETTS  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY  
U.S.A.

SIGHTING TIME

8:20 AM (S) 9:30-9:45 PM AM ( ) / ONE EST.  
DURATION 3 SEC ( ) MIN 15 HRS ( )

DATE OF SIGHTING

4 APRIL 1976  
DAY MONTH YEAR



FOR MILITARY USE  
 IMPAIRMENT: 33°  
 WIND DIRECTION: NW  
 WIND SPEED: 11 KNOTS  
 VISIBILITY: 20 MILES  
 CEILING: CLEAR  
NWS/PORTLAND, ME

EDUCATION: HIGH SCHOOL  
 DEGREE: \_\_\_\_\_  
 SPECIAL TRAINING: FIRE FIGHTER  
 VISION: GOOD COLORBLIND? ( )  
 HEARING: GOOD (X) FAIR? ( ) POOR? ( ) USE AID? ( )  
 HEALTH: GOOD DURING SIGHTING? GOOD AFTER? GOOD

WITNESS' NAME: CHARLES J. STEVENS AGE: 34  
 STREET: 16 DORNBELG ROAD  
 TOWN/CITY: IPSWICH, MASS PHONE: 356-2668  
 PROVINCE: MASS COUNTRY: U.S.A.  
 OCCUPATION: FIREMAN  
 EMPLOYED BY: IPSWICH FIRE DEPT

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR (X) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_  
 (GLASSES( ) WINDOW (X) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
 VIEWED THROUGH: (MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER WINDSHIELD  
 AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL (X)  
 AREA/TERRAIN: FIELDS( ) WOODS( ) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )  
 AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS (X) OTHER \_\_\_\_\_  
 SKY CONDITION: DOES NOT REMEMBER  
 CLEAR( ) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 PRECIPITATION: NONE (X) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 UFO DIRECTION: FIRST SEEN IN SSW (MAY) LAST SEEN IN \_\_\_\_\_ IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_  
 (FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER 3-4°  
 (LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER 4-5°  
 UFO ELEVATION: \_\_\_\_\_  
 UFO DISTANCE: WHEN CLOSEST TO ME 300 YDS UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 50-75'  
 (IN-FRONT-OF TREES WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
 (BEHIND TREES WHICH WAS 200-300' IN DISTANCE FROM THE WITNESS  
 ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_  
 BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

LIKE LIGHTS SHINING THROUGH WINDOWS  
 OBSERVED: (AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
 (A LIGHT (X) NUMBER OF 6 SHAPE OF OVAL/EGG COLOR(S) WHITE  
 DESCRIBE: SOUND LIGHTS WRAPPED AROUND SOMETHING CONCAVE SMELL \_\_\_\_\_ SPEED \_\_\_\_\_  
 (LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
 REAL SIZE: (BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE (X) OTHER \_\_\_\_\_  
 APPARENT SIZE: (HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
 ( \_\_\_\_\_ TIMES THE SIZE OF A STAR 2 TIMES THE SIZE OF A FULL MOON  
 BRIGHT AS: A STAR ( ) THE MOON (X) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY  
 DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)  
 CHANGE DIRECTION? ( ) HOVER? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
 TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
 FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
 ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
 EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )  
 CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
 CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (LIGHT) (X)  
 CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
 REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
 LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )  
 DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 0 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Charles J. Stevens  
 SIGNATURE OF OBSERVER  
 YOU MAY (X) MAY NOT ( ) USE MY NAME  
 DATE THIS FORM SIGNED 24 APRIL 1976  
 DAY MONTH YEAR



INVESTIGATOR DATA

FIELD INVESTIGATOR NAME Raymond E. Fowler TELEPHONE AC 617 468-4815

FIELD INVESTIGATOR'S ADDRESS 13 Friend Court, Wenham  
STREET AND NUMBER TOWN OR CITY

Massachusetts/01984 Essex U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT 1976 May 4 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING 1976 April 4 IF MONTH/DAY NOT KNOWN, CHECK BELOW  
YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)  
 \* Sometime between 21:45 & 22:00

TIME OF UFO SIGHTING 24-HOUR CLOCK TIME \* (IF UNKNOWN, CHECK BELOW) DURATION 3 min ZONE E.S.T.

DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING Corner of Town Farm Rd./High St., Ipswich, MA, Essex County, USA  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION NUMBER OF WITNESSES 1 COORDINATES 42° 41' 70° 50'  
(IF KNOWN) LATITUDE LONGITUDE

COMMENTS 6 Independent UFO reports on this date/general time-frame in Essex and Ipswich, MA (Ref. MA-76-06, 07, 08, 09, 10)

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME Mr. Charles Stevens TELEPHONE AC 617 356-2668

PRIMARY WITNESS' ADDRESS 16 Dornell Road, Ipswich  
STREET AND NUMBER TOWN OR CITY

Massachusetts /01938 Essex U.S.A.  
STATE/PROVINCE/ZIP COUNTY COUNTRY

USE OF WITNESS' NAME MAY  MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

GENERAL CASE  ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS Many others apparently sighted same or similar UFO.

July 30, 1976; Fort Ritchie, MD

0345 EDT. NMCC in Washington, DC put out this memo at 0545 EDT: 1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate) 0130 - Civilians reported a UFO sighting near Mt. Airy Md. This information was obtained via a call from the National Aeronautics Board (?) to Fort Ritchie Military Police. 0255 - Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R. 0300 - Desk Sgt. at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude. 0345 - An Army Police Sgt. on the way to work at Site R reported sighting a UFO in the vicinity of Site R. 2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2 1/2 ton truck. (Actual FOIA document)



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER  
WASHINGTON, D.C. 20301

30 July 1976  
0345 EDT

MEMORANDUM FOR RECORD

Subject: Reports of Unidentified Flying Objects (UFOs)

1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate).

a. 0130 - Civilians reported a UFO sighting near Mt. Airy, Md. This information was obtained via a call from the National Aeronautics Board (?) to the Fort Ritchie Military Police.

b. 0255 - Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R.

c. 0300 - Desk Sgt at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude.

d. 0345 - An Army Police Sgt on the way to work at Site R reported sighting a UFO in the vicinity of Site R.

2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2 1/2 ton truck.

3. Based on a JCS memorandum, subject: Temperature Inversion Analysis, dated 13 November 1975, the NMCC contacted the Air Force Global Weather Central. The Duty Officer, LTC OVERBY, reported that the Dulles International Airport observations showed two temperature inversions existed at the time of the

# IRANIAN JET CASE

September 19, 1976

The pilot reported he  
“...lost all instrumentation and communications (UHF and intercom).”

By  
Bruce Maccabee  
c 2006



## A RUDE AWAKENING

When I talked to Henry in late 1982 he still remembered the night, 6 years before, when he was rudely awakened by the loud roar of jets taking off at full speed. At that time he lived close to the Shahroki Air Field in Hamadan, Iran. Jets taking off at full speed at night and “with afterburner” were a rarity, he said. Henry was an employee of the Westinghouse Corp. and he was in Iran to help maintain the avionics, including radar, in the F-4 Phantom jets that the Iranians had bought several years earlier. Although he did not know the reason for the high speed takeoffs at the time they occurred, he found out the next day: the jets chased a UFO. Several days after that, he and co-workers were allowed to examine the planes. They found that all the electronics were operating normally. This was surprising, considering what the pilots reported had happened during the chase!

Mehrebad Airport in Tehran was a busy airport, handling many hundreds of takeoffs and landings, civilian and military, every day. Houssain Pirouzi was the night supervisor in charge of the air traffic control tower at Mehrebad Airport in Tehran. At age 35 he already had 13 years experience in traffic control. When he arrived at work about 10 PM the evening of September 18, 1976, there was nothing to suggest that this warm evening would unlike any other he had ever experienced. The first hint of something different came at about 10:30 PM when the airport received a phone call from a civilian in the Shemiran area, about 10 miles northeast of the airport.

[Note: what follows is my reconstruction of the sighting history. This is based, in part, on two interviews of Hossain Pirouzi, done 3 and 4 months after the events. They were provided to me by reporter Bob Pratt, who was, at the time, a full time UFO investigator employed by the National Enquirer. This history is also based on newspaper accounts and on the initially classified (Confidential) U. S. Air Force (USAF) teletype message by Lt. Col. Olin Mooy, that primarily describes the events as recounted during an interview of the pilot of the second jet. Col. Mooy was a member of the MAAG or Military Assistance and Advisory Group which consisted of USAF officers who provided assistance and advice to the Imperial Iranian Air Force (IIAF).]

## DON'T WORRY ABOUT THAT LIGHT!

Hossain Pirouzi listened as a lady described seeing “a strange object like a sun in the sky about 1,000 meters (about 3,000 ft) above me. The colors change through orange, red and yellow.” Can you describe a shape, he asked. She said the closest thing she could compare it with was a fan with four blades. Furthermore, she thought there might be two objects because sometimes it seemed to separate into two parts. “What is it?” she wanted to know. Pirouzi said the lady shouldn't worry, he would check it out. She hung up.





TEHRAN, view to the North (web picture, 2006)  
There is a range of high mountains north and east of Tehran, with peaks up to about 18,000 ft.



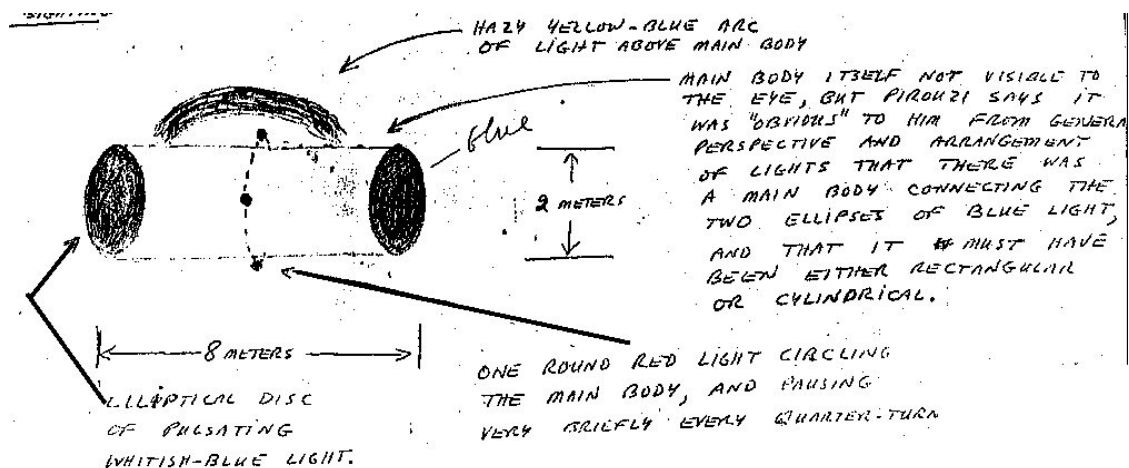
TEHRAN, view to the East (web picture, 2006)

Pirouzi didn't bother to check up on it. His radar was being repaired, so there was nothing on the radar screen. He assumed she had been seeing some star and forgot about her. He went about his normal business taking care of other aircraft that were passing through his control area. Then at about 10:45 he got another call. This caller was another lady in the same area of the city as the first lady. The second lady said she had been on the roof of her house and suddenly saw a strange object lighting up and changing direction and "sometimes dividing into two and joining together again." She said she could see the object as she was talking to Pirouzi. He told her not to worry about it.

Then a man who also lived in northeast Tehran called to say he was seeing an object that he was certain was not an aircraft. Pirouzi had three trainees working with him at the control tower and he sent them outside to look for the object/light. They couldn't see anything. Then one of the trainees got a phone call from a lady who said her husband had seen the object.

## NOT A STAR!

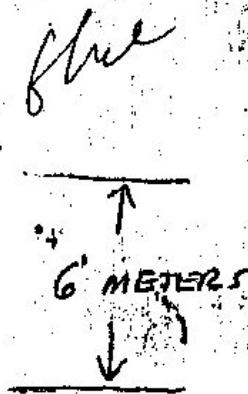
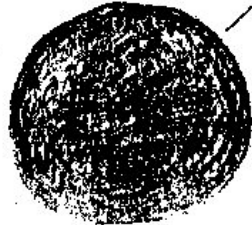
It was now about 11:15 and there had been four calls since 10:30. These were enough to arouse his interest. He obtained binoculars and walked onto the terrace around the control tower. He first focused the binoculars carefully until he could read the registration numbers on a distant aircraft that was parked at the airport. Then he turned them to the northeast. It took him a minute or so of looking, but then he saw it. "I was amazed, flabbergasted. I didn't know what to think. There definitely was a very strange object there in the sky right over Tehran. To the naked eye it looked like a large star low in the sky but without the twinkle." However, through binoculars he could see many details of the shape and color. "It was rectangular in shape at a height of about 6,000 ft." The right end was blue, the left end was blue, and in the middle was a red light making a circular motion. He thought that the object was probably cylindrical. "It reminded me of the flashing light of an ambulance, this one (red light) was not flashing. The circular motion of the red light was not continuous. Every 90 degrees or so, it paused for a fraction of a second." He estimated that it took a second or two to make a complete circle. The object was also oscillating or tilting like a see-saw.



### DRAWING BASED ON A SKETCH AND DESCRIPTION BY PIROUZI

"Suddenly it appeared at another position one mile further on." That is, it was slowly traveling north but suddenly it disappeared and a few seconds later appeared at a further north location. Pirouzi also said it moved southward at times. "I could see it this time as bright as a sun. It was all yellow, like a star, but much bigger. Then it appeared to me to be like a starfish. I can't be sure of the order of the colors but there were blue, orange, red and yellow lights."

2<sup>ND</sup> SIGHTING



OBJECT SHAPE DURING PIROUZI'S SECOND SIGHTING

GLOWING RED COLE GREEN RING



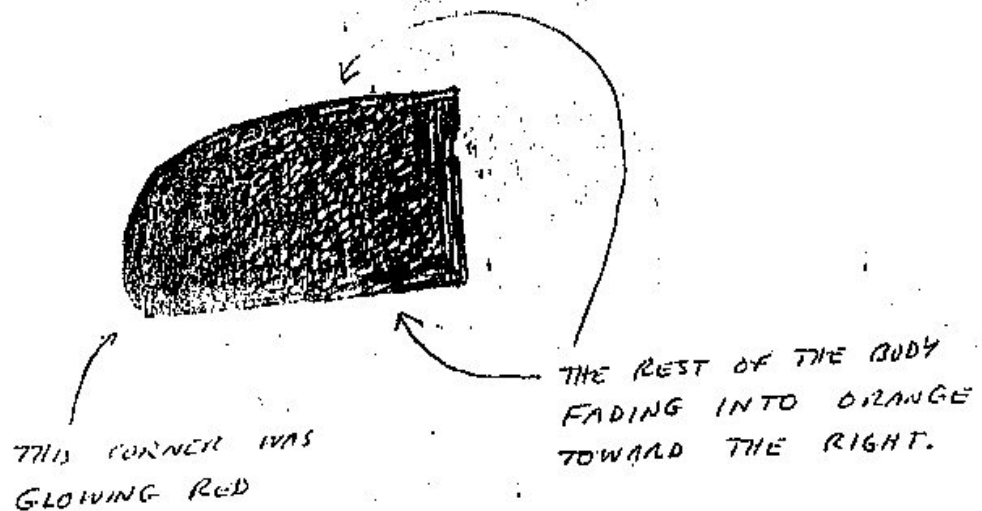
DARK ORANGE EXTENSION AS  
THOUGH FLOWING OUT OF  
GREEN AREA. TOWARDS THE  
TIP IT BECAME MORE YELLOW  
THAN ORANGE.

PIROUZI IS CERTAIN THERE  
WAS ONLY ONE SUCH EXTENSION  
WHICH KEPT REVOLVING AND  
CREATED THE ILLUSION OF  
4 AND SOMETIMES 3 EXTENSIONS.  
(DIFFERENT)

EACH OF THE EXTENSIONS WAS  
ABOUT 2 METERS LONG.

(THE OUTLINES OF THE  
EXTENSIONS SHOULD BE MORE  
FUZZY THAN I HAVE DRAWN.)

OBJECT SHAPE DURING PIROUZI'S THIRD SIGHTING



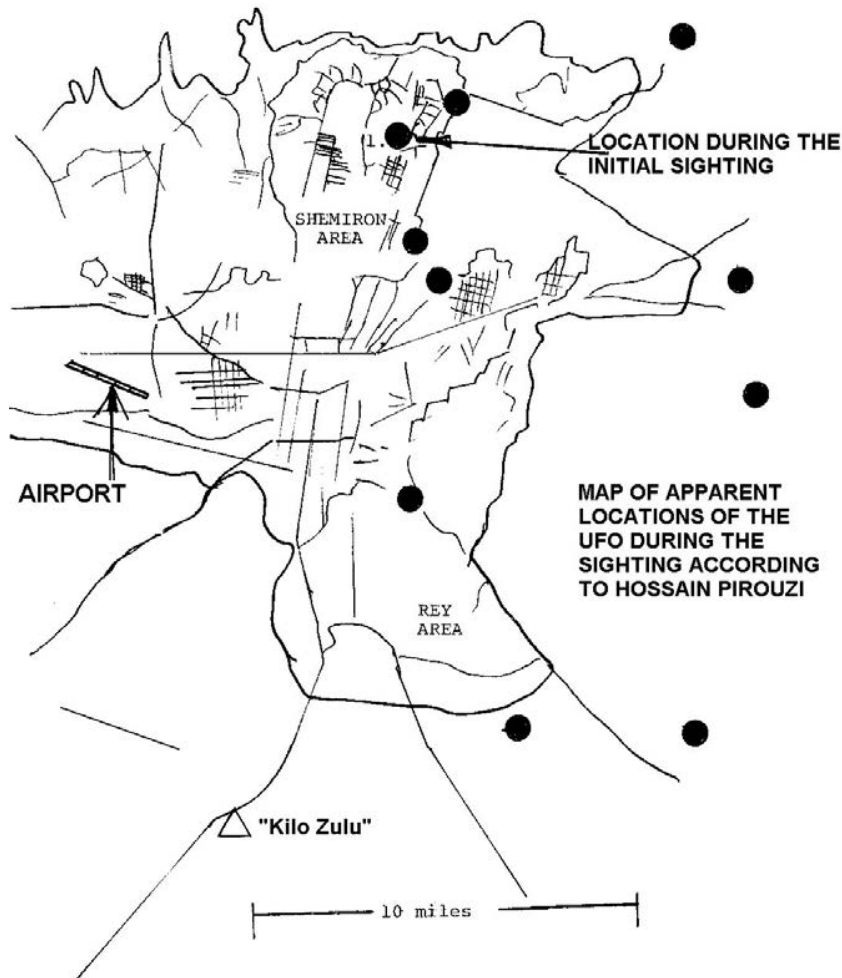
### **OBJECT SHAPE DURING PIROUZI'S FOURTH SIGHTING**

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#### **THE ABOVE DRAWINGS ARE BASED ON SKETCHES AND DESCRIPTIONS BY PIROUZI**

Pirouzi gave the binoculars to the others present and “they saw the object as a half-circle, in the same colors, blue, range, red and yellow.” The object seemed to change its shape. While Pirouzi over several minutes watched the apparent shape seemed to change from cylindrical, with blue ends and a red light going around the middle, to a fan like shape with drooping blades (“starfish” shaped) with fuzzy edges. The “blades” were dark orange near the hub changing to yellow at the tips. “The hub itself was made up of two concentric areas of color. There seemed to be a large green surface and then a smaller core which glowed like a piece of red hot coal.” One of the trainee witnesses compared it to an orange-red horseshoe with a blue area in the enclosed space of the horseshoe.

Pirouzi now knew that the strange object was real, but he didn't do anything about it. He had normal aircraft control duties to occupy his time. There were no aircraft scheduled to land at this time, but during the next hour four aircraft flew through his control area. As these aircraft passed by the pilots reported receiving an emergency radio beacon signal at 121.12 MHz. The pilot of a civilian liner asked if there was a crashed aircraft in the vicinity. There was none. The onset of the beacon signals combined with the earlier reports and his own sighting of some strangely lighted object began to worry him. He decided to appeal to “higher powers.” He called the Imperial Iranian Air Force (IIAF).



MAP OF TEHRAN SHOWING THE VARIOUS APPARENT LOCATIONS OF THE UFO ACCORDING TO PIROUZI

#### ENTER: THE IMPERIAL AIR FORCE

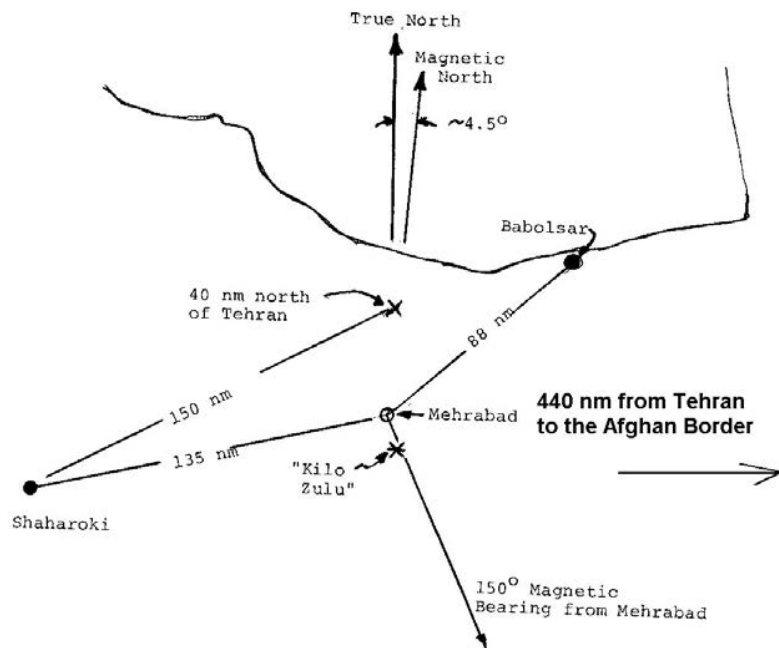
It was now about 12:30 AM, Sept. 19, 1976. Pirouzi called the IIAF Officer on Duty and told him about the emergency beacon and the lighted object that seemed to be about 6,000 ft above the city and that was changing positions and was changing color. He told the Officer that he did not have the object on radar because the radar was being repaired but that he had seen it visually. He asked the Officer what, if anything, he should do about it. The Officer, in turn, called IIAF General Youssefi, the senior officer on duty. Youssefi called radar installations at Babolsar and Shaharoki. [Babolsar is about 100 (statute) miles northeast of Tehran, on the north side of the Elburz Mountains, which rise to over 18,000 ft (Tehran is at about 4,000 ft above sea level). Shaharoki Air Base is about 150 (statute) miles west - southwest of Tehran.] Neither of these radar installations had a radar target in the location of the object. [Conjecture: perhaps the high

mountains blocked the Babolsar radar and perhaps the object was not apparent to the Shahariki radar because it would have been silhouetted against “ground clutter” caused by the high mountains around northern and eastern Tehran.] Youssefi then called Pirouzi and Perouzi told the General where to look for the object. Youssefi went onto the roof of his northern Tehran house. He reported to Pirouzi that he saw the same object and “it isn’t a star.” He decided to appeal to “air powers.”

General Youssefi called Shahroki Air Base and ordered an immediate launch of a Phantom jet. [According to Janes’ *All the Worlds Aircraft*, in the late 60’s and early 70’s Iran purchased 32, F-4D Phantom jets and also some – number not given - F-4E jets. These are capable of speeds up to Mach 2.2.] Twenty-three year old Lt. Jafari responded to the scramble order. He took off at 1:30 AM at his fastest takeoff speed (... and woke up Henry!). He spotted the UFO soon after because it was bright enough to be seen from 70 miles away. He proceeded to a point about 40 miles north of Tehran. Hossain Pirouzi acted as an intermediary, relaying Youssefi’s orders to the pilot. The General ordered the pilot to get as close as possible to determine the shape of the object but to do nothing else (no order to attack). It appeared to now be as high as 12,000 ft. According to Jafari, as he approached at more than the speed of sound the object sped up to stay ahead. He described it as “half the size of the moon as seen from earth” and “it was radiating violet, orange and white light about three times as strong as moonlight.”

#### MACH 2 IS NOT ENOUGH: THE FIRST JET CHASE

Jafari put the “pedal to the metal” and reached a speed of about Mach 2 (1,500 mph or 25 miles per minute) and still couldn’t catch it. He was flying toward the Afghanistan, about 500 miles east of Tehran. Youssefi ordered him to return to Tehran if he couldn’t catch it, so Jafari turned and headed back eastward. The object also reversed direction and began to chase the plane. In a short section of an audio tape recording (I presume made at the Air Traffic Control Center at Mehrabad) that was published in a local newspaper (see below), Jafari reported “something is coming at me from behind. It is 15 miles away...now ten miles...now five miles...It is level now...I think it is going to crash into me...It has just passed me by..missing me narrowly..” According to the newspaper report, “The disturbed voice of the pilot was clear on the tape. He then asked to be guided back to base.”



**GEOGRAPHIC FEATURES  
MENTIONED IN THE TELETYPE  
MESSAGE BY LT. COL. MOOY**

According to Pirouzi, while the jet was about 150 miles from Tehran, the object appeared over the city again, having beaten the jet back to the city. Jafari, now flying westward, again approached the object. He reported to Pirouzi that every time he closed on the object it affected his radio and all his instruments. According to Pirouzi, "...his engines were working normally, the lights on the instrument panel were working but all his navigation aids were out..." Youssefi ordered him to close again to get a better view. This time, according to the Air Force teletype message (see below) of Lt. Col. Mooy, when he got to a range of about 25 nautical miles (about 29 statute miles; 1 nm = 6077 feet), he "lost all instrumentation and communications (UHF radio and intercom)." [Note: the intercom allows communication between the pilot in the front seat and the radar operator in the back seat of the aircraft.] Pirouzi reported that "... at one point as he was talking to me, his radio went dead completely as he got close to the object." By this time he was running low on fuel so he broke off the chase and headed back toward Shaharoki. According to the Air Force teletype message, "When the F-4 turned away from the object and apparently was no longer a threat to it the aircraft regained all instrumentation and communications." Before he left the area Jafari reported receiving an emergency beacon signal, as had the earlier civilian aircraft. (Whether or not this was related to the presence of the UFO is not known. It may be that an emergency beacon somehow fell out of an aircraft that had passed over earlier and had landed on the ground and started transmitting as if a crash had occurred.)

## THE GENERAL TRIES AGAIN: THE SECOND JET CHASE

The jet-UFO chase just described occurred over a period of about 10 minutes. At 1:40AM Youssefi ordered a second scramble. (Henry was just getting back to sleep when he was rudely awakened for the second time!) Almost immediately the pilot of the second craft was in communication with Pirouzi, who reported that the pilot said he could see the UFO from 100 miles away. The jet flew toward the object which, according to Pirouzi's recollection of the pilot report, changed direction rapidly and forced the plane to chase it in a circular path.

According to the Air Force teletype message, based on the interview of the second pilot during the following day, the "backseater acquired a radar lock on at 27 nm, 12 o'clock high position with the VC (rate of closure) at 150 mph. As the range decreased to 25 nm the object moved away at a speed that was visible on the radar scope and stayed at 25 nm." [Comment: to decrease the distance by 2 nm when the rate of closure is 150 nm/hr would require about 48 seconds. Apparently the VC decreased as the object sped up, meaning that the lock-on period was definitely longer than 48 seconds.] The AF teletype message further states, "The size of the (radar) return was comparable to a 707 tanker. The visual size of the object was difficult to discern because of its intense brilliance. The light that it gave off was that of flashing strobe lights arranged in a rectangular pattern and alternating blue, green, red and orange in color. The sequence of the lights was so fast that all the colors could be seen at once."

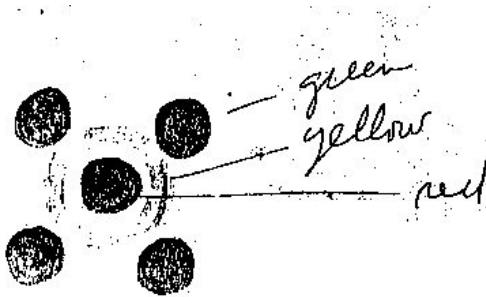


ILLUSTRATION OF WHAT  
ONE OF THE F-4 PHANTOM  
PILOTS SAW -- AS DRAWN  
FROM A SECOND-HAND REPORT  
OF THE PILOT'S DESCRIPTION.  
DIMENSIONS UNKNOWN.

**DRAWING BASED ON THE DESCRIPTION  
BY ONE OF THE PILOTS**



The plane tried to pursue the object while flying south of Tehran. According to Pirouzi the pilot reported that he couldn't easily follow the track of the object because it would change its position very fast, appearing at one location and then suddenly at another location, the same sort of saltatory (jumping) motion that Pirouzi had seen when he first saw the object. But then things started to "heat up."

#### CHASER BECOMES THE CHASED

As the second jet attempted to close on the object it suddenly emitted a smaller bright object, and this object headed toward the jet. According to the Air Force teletype message, "The object and the pursuing F-4 continued a course to the south of Tehran when another brightly lighted object estimated to be 1/2 to 1/3 the apparent size of the moon, came out of the original object, This second object headed straight toward the F-4 at a very fast pace. The pilot attempted to fire an AIM-9 (heat seeking) missile at the object but at that instant his weapons control panel went off and he lost all communications (UHS and intercom). At this point the pilot initiated a turn and a negative G dive to get away. As he turned the object fell in trail at what appeared to be about 3-4 nm. As he continued in his turn away from the primary object the second object went to the inside of his turn and then returned to the primary object for a perfect rejoin."

According to Pirouzi, the plane and the second object passed over the airport at the time that the plane lost communication. The pilot reported that every time he got close his electronic systems "went crazy" so he was about to give up the chase and land at Mehrabad when the object emitted a secondary object, as described in the previous paragraph. The pilot reported to Pirouzi that the secondary object started heading toward the airplane. At this time the pilot was approaching the airport and Pirouzi and the others at the control tower saw this happening. According to Pirouzi, "I saw this light for the first time, though only for a few seconds" after it first appeared. As the plane went "screaming" over the airport Pirouzi and the others saw a dark rectangular form almost "sitting" on top of the jet. It was at about this time that the communications were lost, cut off in mid-sentence. The plane then went into a diving turn and it wasn't until the plane and object were over Saveh, about 15 miles south of the airport, that communications were re-established. Then the pilot reported to Pirouzi that the second object had broken off the chase and was traveling within a few meters of the first. Then he reported that they had rejoined, as described above.

#### A FALLING LIGHT

According to the Air Force teletype message, "Shortly after the second object joined up with the primary object another object appeared to come out of the other side of the primary object going straight down, at a great rate of speed. The F-4 crew had regained communications and the weapons control panel and watched the object

approach the ground anticipating a large explosion. This object appeared to come to rest gently on the earth and cast a very bright light over an area of about 2-3 kilometers.” According to a newspaper report pilot estimated the size of this smaller object to be about 4.5 m in diameter. According to Pirouzi, the pilot reported that the smaller object had landed near a refinery in the area known as Rey and the pilot said that it had such a powerful light that he could see almost everything on the ground for two miles around. Pirouzi said that he and the others at the control tower saw the descent of the smaller light/object but could not see where it landed because of obscuring buildings. He could see the glow near the refinery.



VIEW OF TEHRAN LOOKING SOUTH

The Air Force message continues, “The crew descended from their altitude of 26,000 ft to 15,000 ft and continued to observe and mark the object’s position. They had some difficulty in adjusting their night visibility for landing. “ [Note: this could be evidence of the great brightness of the object; their night vision problem would be like looking at the bright full moon for many seconds or a minute and then trying to see stars in the dark sky at a distance away from the moon.] “So, after orbiting Mehrebad a few times they went out for a straight-in landing. There was a lot of interference in the UHF and each time they passed through a magnetic bearing of 150 deg from Mehrebad they lost their communications (UHF and intercom) and the INS [inertial navigation system] fluctuated from 30 to 50 degrees. The one civil airliner that was approaching Mehrebad during this same time experienced communications failure in the same vicinity (Kilo Zulu) but did not report seeing anything.”

According to Pirouzi, the F-4 was observing the main UFO as it orbited over the landed UFO light. The pilot said there was so much light he could see the stones on the ground. “It is like daytime,” he told Pirouzi. According to Pirouzi, the General ordered the pilot to descend to 6,000 ft, halfway between the primary object above and the ground below, but when the pilot got to within 15 miles of the UFO he lost all navigational aids. Then the General ordered the pilot to try to shoot down the primary object but then his firing control panel went dead. The pilot was finding very strong interference on the radio and also received emergency signals, as had the previous pilot. Finally, running out of fuel, the pilot headed for Mehrebad and landed as described above.

During the final descent the pilot saw something, also. According to the Air Force message, "While the F-4 was on a long final approach the crew noticed another cylinder shaped object (about the size of a T bird at 10,000 ft) with bright steady lights on each end and a flasher in the middle." [Note: this is comparable to Pirouzi's first sighting of the object.] "When queried the tower stated that there was no other known traffic in the area. During the time that the object passed over the F-4 the tower did not have a visual on it but picked it up after the pilot told them to look between the mountains and the refinery."

According to Pirouzi, it was about 4:00 AM when the original UFO climbed upward and disappeared from view. The next day, according to the Air Force message, "the F-4 crew was taken out to the area in a helicopter where the object apparently had landed. Nothing was noticed at the spot where they thought the object landed (a dry lake bed) but as they circled off to the West of the area they picked up a very noticeable beeper signal. At the point where the return was the loudest was a small house with a garden. They landed and asked the people within if they had noticed anything strange last night. The people talked about a loud noise and a very bright light like lightning. The aircraft and area where the object is believed to have landed are being checked for possible radiation. More information will be forwarded when it becomes available." [Note: there are no further US Air Force memoranda on this case. That does not mean that there was no further investigation by the USAF or the IIAF.]

According to the newspapers, the local police were notified when the smaller object landed and they began a search for it. However, the result of this search and any other investigations were never published.

## THE REACTION

The fact that two jets were ordered to chase a flying something-or-other is undisputed. The jet chases occurred early Sunday morning, Sept. 19, 1976, and were reported in the next day's newspaper. The Tehran Journal of September 20, with errors typical of a commercial news story (incomplete and incorrect history, failure to identify sources, mixing up event sequences, etc.) reported as follows:

"Two jet fighters of the Imperial Iranian Air Force were chased by a brightly lit, unidentified flying object over the suburbs of Tehran on Saturday night [actually early Sunday morning] authorities revealed Sunday. The UFO was first sighted by Mehrabad Airport Control Tower officials who said the object was flying at an altitude of about 6,000 feet over the southern area of the city flashing alternate red, blue and green lights. The control tower authorities immediately informed the Air Force which sent two Phantoms off in pursuit of the reported UFO. The two Phantom pilots eventually caught up with what they described as a 'round body' due south of Tehran, but, as the aircraft approached, the UFO increased speed to what was reported as 'many times the speed of sound' and then turned in its course to chase the Phantoms. One of the pilots said that although the Phantoms broke the sound barrier it was impossible to catch up with the object.

Late Saturday night [Note: I presume this should have been very early Sunday morning or Sunday night but not Saturday night since the jet chases occurred after midnight.] the Ettela'at evening daily reporter who broke the story in Tehran, said that highly informed sources had told him that the pilots tried to open fire on the object when it became obvious it was changing its course against them but, inexplicably, their electronically operated devices failed to respond. The same sources told the Ettela'at reporter that once the object came into within a five kilometer radius with the Phantoms all electronic appliances on their aircraft went out of action and they lost radio control. The UFO reportedly gave chase only for a short while before taking off at great speed and disappearing over the hills south of Rey [which is about 6 mile south of Tehran].”

“One of the pilots, authorities said, reported to Mehrebad Control Tower during the chase that he had seen a ‘bright object’ separate from the UFO and fall into the hills below. He described it as a ‘round body’ with a circumference [diameter?] of about 4.5meters which would indicate the reported UFO was of quite massive size. The Gendarmerie post at Aminabad outside of Rey was immediately alerted and an all-night search took place over the hills in the region to try and find the object. Late Sunday night reports on whether or not the Gendarmerie search party had found anything were conflicting. One source said nothing had been found in the hunt that continued on into Sunday morning while others reported that ‘something’ had been found. The authenticity of the object, however, already confirmed by several control tower officials at Mehrebad and the two pilots, was further backed up by eyewitness reports from the area. People in the vicinity reported having seen a ‘bright body’ flit across the sky while others claimed to have seen ‘some bright thing’ falling from the sky. Investigations into the unusual circumstances are still continuing.”

The differences between the witness testimony and the Tehran Journal story are obvious, but on key general points the news story backs up the testimony that there was some bright object moving in the sky and the Phantom jets chased it and, to some extent, it chased them. The same newspaper published a follow-up story the next day.

“The mystery of the ‘Unidentified Flying Object’ which was chased by the Air Force on Saturday night deepened yesterday as the pilot’s reports were released. The tape of Imperial Air Force Lt. Jafari’s reports to the control tower at Mehrebad airport was made available to Ettela’at reporters yesterday. The 23 year old pilot told controllers that the UFO had doubled back on it pursuers and he was in danger of being forced down. Jafari was piloting the first of two jet fighters which took off from Shahrokii Air Base in Hamadan to investigate the object. The aircraft flew toward Tehran at over the speed of sound and the pilot contacted Mehrebad control after he had made contact with the UFO. He said, on seeing him coming the UFO increased its speed. ‘It was half the size of the moon as seen from earth’, he said. ‘It was radiating violet, orange and white light about three times as strong as moonlight.’ Although the pilot was flying at maximum speed he could not catch the UFO up (sic). The control tower told the pilot to

return to base if he was not able to get near. The pilot agreed to do so, but a moment later radioed 'something is coming at me from behind. It is 15 miles away...now 10 miles...now five miles... It is level now. I think it is going to crash into me. It has just passed by, missing me narrowly...' The disturbed voice of the pilot was clear on the tape. He then asked to be guided back to base."

"It was at this time that a second plane was ordered to take off. Flying over Shahre Rey [south of Tehran], the pilot reported having seen the UFO and told the control tower that it had reduced speed. The pilot said that plane was working well and he was preparing to fire missiles at the UFO. After a moment's silence he said he had seen a bright round object with a circumference of about 4.5meter, leave the UFO. A few seconds later the bright object rejoined the mother craft and it flew away at many times the speed of sound."

It is unfortunate that the audio tape upon which the above highly edited transcript is based, has not been available to interested UFO investigators.

During the same day as the above newspaper story (Sept. 21) there was a bold attempt at a cover-up, apparently organized by "an official source," an attempt that, in an odd way, confirms much of what is written above. The Kayhan International newspaper reported as follows:

"And now the REAL story about that 'UFO'. Unfortunately it's not quite as exciting as the tales we've been hearing over the last day or two about the bright light 'thing' that allegedly had the audacity to chase two jets of the Imperial Iranian Air Force across Tehran. Nevertheless, the true facts as outlined by an official source yesterday still have the ring of science fiction about them. The source said individuals telephoned Mehrabad Airport's control tower to report a bright light in the night sky. Two jets were scrambled to investigate and one of the pilots reported seeing an object with a light so bright it illuminated the ground below. [Note: compare with Pirouzi's testimony above that the pilot said: "It's like daytime."] But the apparition soon disappeared and...that's it. The pilot did not report seeing red, blue and green flashing lights as the newspaper reports said. And, most emphatically, said the source, it did not switch around and chase the jets. The newspaper reports also said that when the object came to within five kilometers of the jets, all electrical appliances on the aircraft went out of action, they lost radio contact with the ground and could not fire on the object as they intended. Not so, said the official. The pilots made no attempt to open fire and at no time did the aircraft's electronic gear fail to function. And since everything on the plane is electronically operated, it's a little puzzling to figure out how the plane could possibly have kept in the air anyway. The official summed it all up by saying the reports which first appeared in the afternoon papers on Sunday were 'exaggerated.'

A reported verbatim conversation between pilot 'J' and ground control, in which he reported the different lights and the chase, left the official frankly puzzled. But

he agreed that there was no apparent explanation for what the pilot DID see. Well, far be it from us to scoff at the UFO theory. After all, they have just opened a special airport in France for UFOs, arguing that the reason none have landed on earth before is that there was nowhere for them to land. Perhaps our UFO lost its way in the dark. Investigations are continuing.

[Note: the comment above about the planes staying in the air when the electronics fail is answered in this way: hydraulic systems operate control surfaces. It is true that if the jet engine stopped it would require electronics to restart it, but there was no report of the engine failing. Furthermore, the time durations of electronics failure were very short, measured in seconds, probably, during which the planes were able to take evasive maneuvers and regain electronics. The point is, that short “self repairing” failures of the type reported are not fatal.... The plane does not fall out of the sky.]

The official mentioned in the above news story did not have the last word. On June 22 the Tehran Journal reported the testimony of Hossain Pirouzi:

“(Pirouzi) insisted that he had personally seen the unidentified flying object on Saturday night. In an interview with the Persian language Ettela’at newspaper, Pirouzi said he first received a call for a woman near Cinema Moulin Rouge on Old Shemiran Road who reported sighting of the UFO. ‘However, I did not pay much attention to this because we are accustomed (to) receiving such reports from people,’ Pirouzi said. Shortly afterwards, two other women, one from a house near Sayed Khanden and the other from one near the CRC Bowling Club made similar reports. On receiving these three separate reports, Pirouzi said, his curiosity was aroused and he went onto the balcony of the control tower with a pair of strong field glasses normally used by control tower officials to watch plane landings and take offs. Pirouzi said he trained the night glasses onto the UFO and was surprised to see that it did exist. ‘Knowing that at that time no plane or helicopters were in the vicinity I reported the matter to Air Force authorities requesting them to investigate,’ Pirouzi added. The control tower aide was emphatic that the UFA (sic) was brightly lit and was emitting blue and red lights. He said there could be no doubt about it because he had personally seen the light.”

#### THE AFTERMATH

The pilots were interviewed the next day. The Military Assistance and Advisory Group (MAAG), in the person of Lt. Col. Mooy, sat in on the interview of the second pilot who landed at Mehrebad. (Only a second hand, and very shortened, version of the first pilot’s story was available to Col. Mooy.) This interview forms the core of the official teletype message that was sent to many USA military and intelligence agencies including the three armed services, the CIA, National Security Agency (NSA), the Defense Intelligence Agency (DIA) and the White House.

INFO: *11/18/81*  
NY ~~CCCCC~~ 230810Z SEP 76

**INITIAL PORTION OF THE DECLASSIFIED  
TELETYPE MESSAGE FROM COL MOOY  
SHOWING THAT IT WAS ORIGINALLY  
CLASSIFIED CONFIDENTIAL**

M JCS  
INFO RIFHC/SECSTAT  
OFAIIF/CIA  
HEDTAN/NSA WASH DC  
HFAADUW/WHITE HOUSE WASH DC  
HFFHQA/CSAF WASH DC  
HFNAAA/CNO WASH DC  
HFAADUO/CBA WASH DC  
230810Z SEP 76  
M USDAO TEHRAN  
O RUEKJCS/DIA WASHDC  
INFO RUEKJCS/SECDEF DEPSECDEF WASHDC  
HERRBA/COMINFACFOR  
HRC/CA/CINCSAF LINDSEY AS/GE/INCF  
R. SAAR/CINCSAF RAMSTEIN AB/GE/INOCN  
RUSNAAA/FUDAC VAHTINGEN GER  
RUSNAAA/HSCINCEUR VAHTINGEN GER/ECJ-2  
BT

**C O N F I D E N T I A L 1235 SEP 76**  
THIS IS IR 6 846 0139 76

- 1. (U) IRAN
- 2. REPORTED UFO SIGHTING (U)
- 3. (U) NA
- 4. (U) 19 & 20 SEP 76
- 5. (U) TEHRAN, IRAN; 20 SEP 76
- 6. (U) F-6
- 17. (U) 6 846 0008 (NOTE NO COMMENTS)
- 8. (U) 6 846 0139 76

**LIST OF OFFICES THAT RECEIVED A COPY  
LT. COL. MOOY'S (FORMERLY) "CONFIDENTIAL" MESSAGE**

PRIORITY

UNCLASSIFIED

MSG654

PAGE 02 267 0213

**A PORTION OF THE DECLASSIFIED-  
TELETYPE MESSAGE FROM COL MOOY**

THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED  
A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER  
WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT  
TIME.

AFTER HE TOLD THE CITIZEN IT WAS ONLY  
STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR  
HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR  
BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM  
SHAHROKHI AFB TO INVESTIGATE.

2. AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED  
TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE  
THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY.  
AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION  
AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE  
INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED  
AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT  
TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COM-  
MUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE  
SECOND F-4 ACQUIRED A RADAR LOCK ON AT 27 NM. 12 O'CLOCK  
HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NMPH.  
AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A  
SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM.  
THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF  
A DD7 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT  
TO INTERPRET BECAUSE OF ITS INTENSE BRILLIANCE. THE

**A PORTION OF THE TEXT OF THE MESSAGE  
SHOWING THE REPORTS BY THE TWO PILOTS**

**The complete contents of the message are presented in the preceding text.**

As indicated in the above list of recipients of the teletype message, the Defense Intelligence Agency of the U. S. Government got a copy of this teletype, as did the Chief of Staff of the Air Force (CSAF), the Chief of Naval Operations (CNO), the Chief of Staff of the Army (CSA), the Central Intelligence Agency (CIA), the National Security Agency (NSA), the White House, the Secretary of State (SECSTATE), the Deputy Undersecretary of Defense (DEPSECDEF) and others. Col. Roland Evans wrote an evaluation of the report, dated October 12, 1976. Evans wrote:

- 1) An outstanding report: this case is a classic which meets all the criteria necessary for a valid study of UFO phenomena
  - a. The object was seen by multiple witnesses from different locations (i.e., Shemiran, Mehrebad and the dry lake bed) and viewpoints (both airborne and from the ground)
  - b. The credibility of many of the witnesses was high (an Air Force General, qualified aircrews and experienced tower operators)
  - c. Visual sightings were confirmed by radar



- d. Similar electromagnetic effects (EME) were reported by three separate aircraft [Note: this refers to the electromagnetic interference reported by the jets and the commercial airliner]
- e. There were physiological effects on some crew members (i.e., loss of night vision due to the brightness of the object)
- f. An inordinate amount of maneuverability was displayed by the UFOs

The report evaluation form indicated that the reliability of the information was “confirmed by other sources” and the value of the information was “High (Unique, Timely and of Major Significance).” The information would be “Potentially Useful” as “Current Intelligence.”

#### NO PERMANENT EVIDENCE OF ELECTRONIC CONTROL (AVIONICS) SYSTEMS FAILURE

Remember Henry, who was rudely awakened as the jets took off at high speed? Henry was a Westinghouse Corporation avionics engineer stationed at Shaharoki AFB where he participated with the IIAF in maintaining the operation of the radar and other electronics in the F-4 jets. He told me (during an interview in 1982) that during the first couple of days after the first jet landed at Shaharoki AFB he was not allowed to examine the airplane. The Iranians checked the operation of the electronics and told him they found no problem. The same thing happened at Mehrebad where the second jet landed. Bob, another Westinghouse avionics engineer, was not allowed to examine the jet for several days after the incident. However, the Iranians did examine it during the day after it landed and subsequently told him that everything was OK. Four days after the incident Henry was allowed to examine the first jet and Bob was allowed to examine the second jet. They could find no problem with the avionics or radar. Henry told me that there was no possibility that the Iranians had switched radar systems (taken out the system used during the chase and replaced it with another system) because the Westinghouse engineers had kept track of the system serial numbers. The serial numbers were all the same. Hence the Westinghouse engineers had to agree with the Iranians that the jet chase had occurred, apparently with “self-repairing” failures of the avionics on two jets when in the vicinity of the UFO. Bob told me that he had worked on radar systems such as on the F-4 for many years and had never had a self-repairing failure such as reported by the Iranian pilots.

#### ARE THE RADAR DETECTIONS CONSISTENT WITH A LARGE FAST OBJECT?

Referring to the radar detections, Bob said that the comparison of the radar return (the reflection of radar signal from a distant object) with the size of the return from a Boeing 707 indicated that the object was quite large. When I first spoke to him he suggested that the large return might have been a momentary ground return (radar reflection from the ground), perhaps from a distant mountain peak. However, after he read the information reported in the Mooy’s teletype message (which he had not seen so I sent a copy to him) he rejected the ground return idea because the lock-on, as reported,

must have lasted for many seconds as the jet approached the object. He said that a large return lasting a second or two might have been a ground return but that any return lasting 5 seconds or more was not a ground return. According to the teletype message, “the backseater acquired a radar lock on at 27 nm, 12 o’clock high position with the VC (rate of closure) at 150 mph. As the range decreased to 25 nm the object moved away at a speed that was visible on the radar scope and stayed at 25 nm.” If the rate of closure had stayed constant at 150 nm/hr, it would have taken 48 seconds for the distance to decrease from 27 to 25 nm. However, according to the pilot the VC decreased as the object sped up, meaning that the lock-on period was definitely longer than 48 seconds.

## CONCLUSION

The object which was seen and detected on airplane radar has not been identified. It must have been a source of considerable optical power because of the bright lights. Of more importance, it appeared to react to the activities of the jets and it appears to have taken defensive measures against the jet by seriously affecting the jet electronics (avionics). Although the American government claims that there was no investigation following the initial interviews of the pilots, the Iranians indicated that there was further investigation. It seems reasonable there that there would have been more investigation by the USAF to try to determine the nature of the failure of the electronics. What could have affected the avionics at a distance of many miles from each jet? Would intense electromagnetic radiation beamed at a jet cause temporary electronics failure? How about a beamed “electromagnetic pulse” (EMP)? (EMP is a high strength, very short pulse of electromagnetic field that can cause temporary or permanent failure of some types of electronics and computer systems.)

One thing is certain, if the American defense and intelligence agencies had thought that this object was a Soviet jet carrying some new defensive capability to affect electronics at a distance they would have spared no expense to find out how it was done and what phenomenon allowed for such awesome capabilities. On the other hand, the lack of evidence that there was an investigation could mean that there was none and this, in turn could mean that the intelligence agencies realized that this was not a Soviet aircraft and, furthermore, that it represented some technology far beyond any earthly technology. And, realizing this, the intelligence and defense agencies may have just decided to “give up” and ignore it.



IN

US 1028-1976-0001

DAN WRIGHT  
Deputy Director, Investigations

MUTUAL UFO NETWORK  
103 OLDTOWNE ROAD  
SEGUIN, TEXAS 78155

228 S. FAIRVIEW  
LANSING, MI 48912  
(517) 374-6705

PRELIMINARY EVALUATION  
OF A UFO REPORT

Log Number: 900603 Initiator: FRANCIS RIDGE

618 DAVIS DR.

Received: 6/6/90 MT. VERNON, IN 47620

The report of a claimed UFO event witnessed by LEE GOLDEN, THURMAN MILLER ET AL ON 10/28/76 has been evaluated. The current status of the case record is indicated below.

A. Complete: A preliminary rating is assigned. [See reverse side.]

Hynek - CE-1 Berliner - 4/2 Speiser - 55-P4

B. Resolved: A known event in the same time period involving \_\_\_\_\_ appears to account for the observation.

C. Incomplete: A determination cannot be reached at this time. The following is needed to finalize the case record.

1. Additional form(s) / materials: \_\_\_\_\_

2. Completion of form(s): \_\_\_\_\_

3. Information from collateral contact(s): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Explanation of sighting factor(s): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your continued efforts and commitment to the UFO investigative process. Please forward any materials requested (indicating the Log Number) to your MUFON state or Provincial Director.

c: State/Provincial Director \_\_\_\_\_

Walter H. Andrus Jr., International Director

↙

REPORT CLASSIFICATIONS

HYNEK - CE-1

- DE-1 - Nocturnal light
- DE-2 - Daylight disc
- DE-3 - Radar-visual
- ✓ CE-1 - Light/object in proximity
- CE-2 - Physical trace
- CE-3 - Occupant

Berliner - 4/2

Strangeness Scale:

- 0 - Identified as a known object/phenomenon or a report lacking clear UFO content
- 1 - Night light with no apparent object
- 2 - Night object
- 3 - Daylight object seen at a distance
- ✓ 4 - Night Close Encounter of the First Kind
- 5 - Daylight CE-I
- 6 - Ambiguous CE-II
- 7 - Unambiguous CE-II
- 8 - CE-III
- 9 - CE-III with occupant reaction to witness
- 10 - CE-III with meaningful communication

Credibility Scale:

- 0 - Witness(es) lacking believability
- 1 - Single average witness
- ✓ 2 - Multiple average witnesses
- 3 - Single exceptional witness
- 4 - Multiple exceptional witnesses
- 5 - Radar/visual observation
- 6 - Still photo(s) by amateur
- 7 - Still photo(s) by professional
- 8 - Movie/videotape by amateur
- 9 - Movie/videotape by professional
- 10 - Live television

SPEISER - SS-P4

Strangeness Factor:

- S1 - Explainable or explained
- S2 - Probably explainable with more data
- S3 - Possibly explainable, but with elements of strangeness
- S4 - Strange; does not conform to known principles
- ✓ S5 - Highly strange; suggests intelligent guidance

Probability Factor:

- P1 - Not credible or sound
- P2 - Unreliable witness; possible hoax
- P3 - Somewhat credible or indeterminate
- ✓ P4 - Credible and sound
- P5 - Highly credible, leaving almost no doubt

COMMENTS: FRAN-

VERY WELL DONE REPORT. ALL THE NECESSARY FACTORS ARE ADDRESSED. THE WITNESSES' IMMEDIATE REPORTING ADDS CREDENCE.

WE HAVE A CASE FROM LAST YEAR IN PENSACOLA INVOLVING THE SAME OR A SIMILAR OBJECT, WHICH WAS FLOATING IN THE BAY. SMALL BEINGS WERE SAID TO BE ASCENDING/DESCENDING THE TUBES/LADDERS CONNECTING THE UPPER AND LOWER BODIES.

[WHEN LATER FILLING OUT FORMS ON ALL HISTORICAL CASES FOR INDIANA AND SURROUNDING STATES, PLEASE NOTE FOR ME THAT THIS AND THE OTHERS YOU'VE RESUBMITTED HAVE RECENT LOG NUMBERS. WE WANT TO AVOID DUPLICATE INPUT.]

THANKS AS ALWAYS FOR THE SUBMITTAL.

*Don*

900603  
REV 6/6/90

\*\*\* \*\* \*\*\*\*\* \*\*\*\*\*  
\*\*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\*  
\*\*\* \*\* \*\*\*\*\* \*\* INCIDENT REPORT  
\*\*\* \*\* \*\* \*\*  
\*\*\*\*\* \*\* \*\*\*\*\*

Computer copy produced by the UFO Filter Center, Mt. Vernon, IN  
Francis L. Ridge, State Director, MUFON INDIANA

---

Type of Report: CE-1  
                  Significant

Classification: NO RESTRICTION

19 761028 1905 N EVANSVILLE IN C1 06 STRNG  
A/C NO SOUND 15-MIN

County: Vanderburgh

Source of Report: Call to UFOFC

Lead Investigator: Francis Ridge

Local Evaluation: BERLINER: SPEISER:

Date Concluded: MAY 16 1990 "UPGRADED"

Copy To: ( ) Walt Andrus, MUFON HQ  
() Dan Wright, MUFON DDI  
( ) Mark Rodeghier, CUFOS  
( ) Field Investigator  
( ) UFOFC Copy

Flight Type: (X) 1-Within 200' of Ground  
( ) 2-Object Observed Under Cloud Ceiling  
(X) 3-Motion Began/Changed During Event  
( ) 4-Continuous Flight Path, No Deviation  
(X) 5-Stationary Target

MUFON Forms Used: (X) 01 General Case  
( ) 02 Computer Input  
( ) 03 Electrical/Magnetic Case  
( ) 04 Animal Effect Case  
( ) 05 Psychological/Physiological  
( ) 06 Landing Trace Case  
( ) 07 Entity Case  
( ) 08 Photographic Case  
( ) 09 RADAR Case  
( ) 10 Residual Radiation  
( ) 11 Aerial Sighting Report

## INVESTIGATION REPORT

Date of Sighting: October 28, 1976

Local Time & Time Zone: 7:05 PM

Location of Sighting: Evansville, IN

County: Vanderburgh

Number of Witnesses: Six

Principal Witness: Lee Golden  
Thurman Miller

Permission To Use Name: Given

---

### SIGHTING BACKGROUND (FI-4)

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A description of the circumstances surrounding the receipt of the initial UFO sighting information.

Mr. Golden contacted the UFO Filter Center at 7:35 PM to report a sighting that had just occurred 25-minutes earlier.

---

### SIGHTING ACCOUNT-FORM 1 DATA

---

A brief chronological composite or consolidation of the UFO sighting account(s).

1976 OCTOBER, 7:05 PM. EVANSVILLE, IN (VANDERBURGH COUNTY). CE-1. FI FRANCIS RIDGE.

A close encounter case with six witnesses. Although a nocturnal sighting, the case has a high degree of strangeness, as can be deduced from the testimony of witness Lee Golden: "This is no hallucination. This thing came right over the top of the house (which was 50' from the witness), I'd say a hundred-150' over the top of the house. And it was rectangular on the top and it had a big light at the bottom. I couldn't see how the bottom was made, but it was totally noiseproof, wasn't any noise at all." As it came over it appeared to be the size of an automobile and was gaining altitude and heading North. When it got higher up, something shot out from the bottom of it. Later on, something shot out from the side. The object had come from the South, headed North at low altitude (100-150'), then turned and headed NE, gained altitude and finally shrank to the size of a star. Duration: 15 minutes.

"The object had a rectangular-shaped cage of some sort on the top portion, and looked very clearly like some sort of cylinder or entrance from top to bottom, located in the middle. Also noticed what appeared to be a door or heavy screened opening at the top part located in the middle." The lights had a yellow cast and then went to white. Object moved very slow at first, then seemed to stop, then moved quickly away and out of sight. (See drawing).

---

#### SIGHTING INVESTIGATION (Activity Log)

---

Simple chronological log by date, time and place denoting the tasks the FI carried out during the investigation.

10/28/76. Received call from Lee Golden at UFOFC. Interview was taped.

10/30/76. Mr. Golden completed Form 1.

10/31/76. Mr. Miller completed Form 1.

12/19/76. Final report & comments by FI.

---

#### INTERVIEW AND INTERROGATION

---

A description of the interview and interrogation. This should include where and how the interview took place (mail, telephone, or onsite).

Since the FI was unable to meet with the witnesses due to a job commitment, the interview was conducted by telephone and taped, later transcribed.

---

#### ADDITIONAL WITNESS CHECK

---

The circumstances surrounding how, when, and where additional witnesses were located and any subsequent interviews and interrogations including the FI's personal impressions of the these witnesses and their home environment, interests, etc.

There were four other witnesses who did not file a report.

---

#### SOURCE TEST (SYNOPSIS)

---

A list of what natural or man-made objects were checked in an effort to identify the stimulus for the reported UFO is attached to this report. The reasons for rejecting or suspecting each, as being the stimulus, should be clearly noted.

Summary as follows:

Natural sources immediately eliminated, the only explanation left would be a man-made object or a hoax. Hoax not suspected and no known man-made object fits the description.

---

#### WITNESS BACKGROUND CHECK

---

A list of the persons checked, their comments about the witness's character and their relationship to the witness. This section should include the FI's impressions of the witness personality, credibility, etc.

No witness check was made due to job priorities.

---

**SIGHTING EVALUATION**


---

The result of the overall analysis of the data collected by the FI.

Unidentified

**BERLINER STRANGENESS SCALE:**

4 - Night Close Encounter of the First Kind (within 500').

**BERLINER CREDIBILITY SCALE:**

2 - Multiple average witnesses.

**SPEISER STRANGENESS FACTOR:**

S5 - Highly strange; suggests intelligent guidance.

**SPEISER PROBABILITY FACTOR:**

P3 - Somewhat credible or indeterminate.

Significant.

---

**DETAILED BACK-UP**


---

Cross-reference list of all back-up material by date and location of sighting.

Computer Guide/Header  
 (2) Form 1's, General Case  
 (2) Drawings of Object  
 Drawing of Area  
 Map of region  
 Investigator Notes  
 Recording Tape Transcript

---

**COMMENTS, INTERROGATING FI**


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It is my opinion that the witnesses were sincere in what they related to me, and also that they were pretty well in agreement as to the details, except for what "appears" as a discrepancy concerning the location of the big light. The taped interviews and drawings are basically the same. There just may be some technical paydirt here.

---

**FINAL REPORT BY STATE DIRECTOR**


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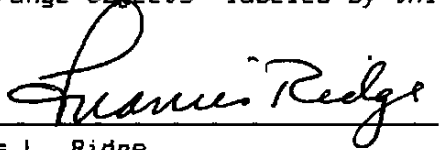
This report appeared in the MUFON UFO JOURNAL, Number 109, December, 1976. This report was pulled from computer files and upgraded in reference to a special study



5

of "strange objects" labeled by this researcher as Category 9.

Signed

A handwritten signature in cursive script that reads "Francis L. Ridge". The signature is written over a horizontal line.

Francis L. Ridge

State Director, MUFON-Indiana

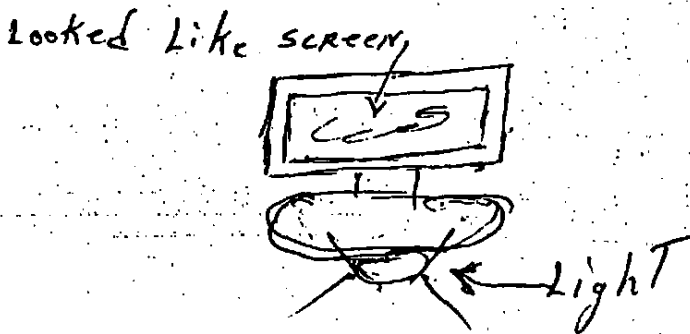


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: FRANCIS L. RIDGE 812-  
STREET ADDRESS: 618 DAVIS DR. PHONE: 838 3120  
TOWN/CITY: MT. VERNON STATE: TN ZIP CODE: 47620 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

Indiana Vanderburgh County, USA  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

SIGHTING TIME

7:10 PM ( ) AM ( ) ZONE:  
DURATION: 15 SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

28 DAY 10 MONTH 76 YEAR

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

I WAS ON MY WAY TO DELIVER A TIRE THAT I HAD SOLD  
THE BRIGHT LIGHT MOVING ACROSS THE SKY.  
I DIDN'T KNOW  
I WAS HOPEING THAT IT WOULD LAND SO WE COULD  
GET A CLOSER LOOK AT IT. AND MAYBE THEY WOULD  
TAKE US FOR A RIDE

(Continue narrative on reverse side)

Golden

5. THE OBJECT HAD A RECTANGULAR ... SOME SORT ON TOP PORTION, AND LOOKED VERY CLEARLY LIKE SOME SORT OF CYLINDER OR ENTRANCE FROM TOP TO BOTTOM LOCATED IN MIDDLE. ALSO NOTICED WHAT APPEARED TO BE A DOOR OR HEAVY SCREENED OPENING AT TOP PART LOCATED IN MIDDLE. NOTICED THE LIGHTS HAD A YELLOW CAST AND THEN WENT TO A WHITE. THE OBJECT WAS MOVING VERY SLOW AT FIRST AND THEN SEEMED TO STOP HEAD FROM DUE NORTH TO NORTH EAST TOOK ON A VERY QUICK SPEED FROM STOPPING POINT WENT UP A GOOD DISTANCE STOPPED AGAIN ENDED SOMETHING AND WENT UP HIGHER AND DID THIS AGAIN THAN IT GOT SO FAR OUT I LOST SIGHT OF IT

6. WHEN IT WAS UP SO HIGH THERE WAS A FEW STARS OUT AND IT COULDN'T BE MADE OUT ANY MORE.

Golden



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: COLTON HIGH SCHOOL MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: 2/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? (  ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? Best AFTER? Good

WITNESS' NAME: Lee E. Cable AGE: 33

STREET: 1435 EMMETT

TOWN/CITY: EVANSVILLE PHONE: 4648647

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_

OCCUPATION: CONSTRUCTION

EMPLOYED BY: LOCAL 561 DISABLED SINCE 5-22-75

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(  ) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( ) )  
( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_ )

AREA/LOCATION: CITY(  ) SUBURBAN( ) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL(  )

AREA/TERRAIN: FIELDS( ) WOODS( ) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR(  ) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(  ) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: CAME FROM South FIRST SEEN IN South LAST SEEN IN NORTH EAST IT MOVED FROM North TO North East

UFO ELEVATION: ( FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(  ) OTHER \_\_\_\_\_ )  
( LAST SEEN - 1/4( ) 1/2( ) 3/4(  ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_ )

UFO DISTANCE: WHEN CLOSEST TO ME 200 to 250' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 60 to 85'

UFO PASSED: ( IN-FRONT-OF House WHICH WAS 50' IN DISTANCE FROM THE WITNESS )  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS )

ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_

BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

Nothing in AREA I seen But UFO

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (  ) NUMBER OF 1 SHAPE OF Rect AND CASAR COLOR(s) SHINNY SILV AND DULL )  
( A LIGHT (  ) NUMBER OF 4 SHAPE OF DOMED COLOR(s) Yellow to White )

DESCRIBE: SOUND NONE SMELL NONE SPEED slow at first

REAL SIZE: ( LARGER (  ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW )  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR (  ) HOUSE ( ) OTHER \_\_\_\_\_ )

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW )  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON )

BRIGHT AS: A STAR ( ) THE MOON (  ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (  ) HOVER? (  ) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? (  ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAP? ( ) ASCEND? (  ) AFFECT MAGNETISM? (  ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(S)? (  ) OVER A BUILDING? ( ) AFFECT ENGINE? (  ) APPEAR SOLID? (  )

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? (  ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 6 DID ANY OTHER AGENCY CONTACT YOU? WTPS

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

MR THORMAN MILNER 600 S POSSEE 4240434

my WIFE NANCY

my children Robbie Michael my Neighbor Mildred

SIGNATURE OF OBSERVER: Lee E. Cable

YOU MAY (  ) MAY NOT ( ) USE MY NAME

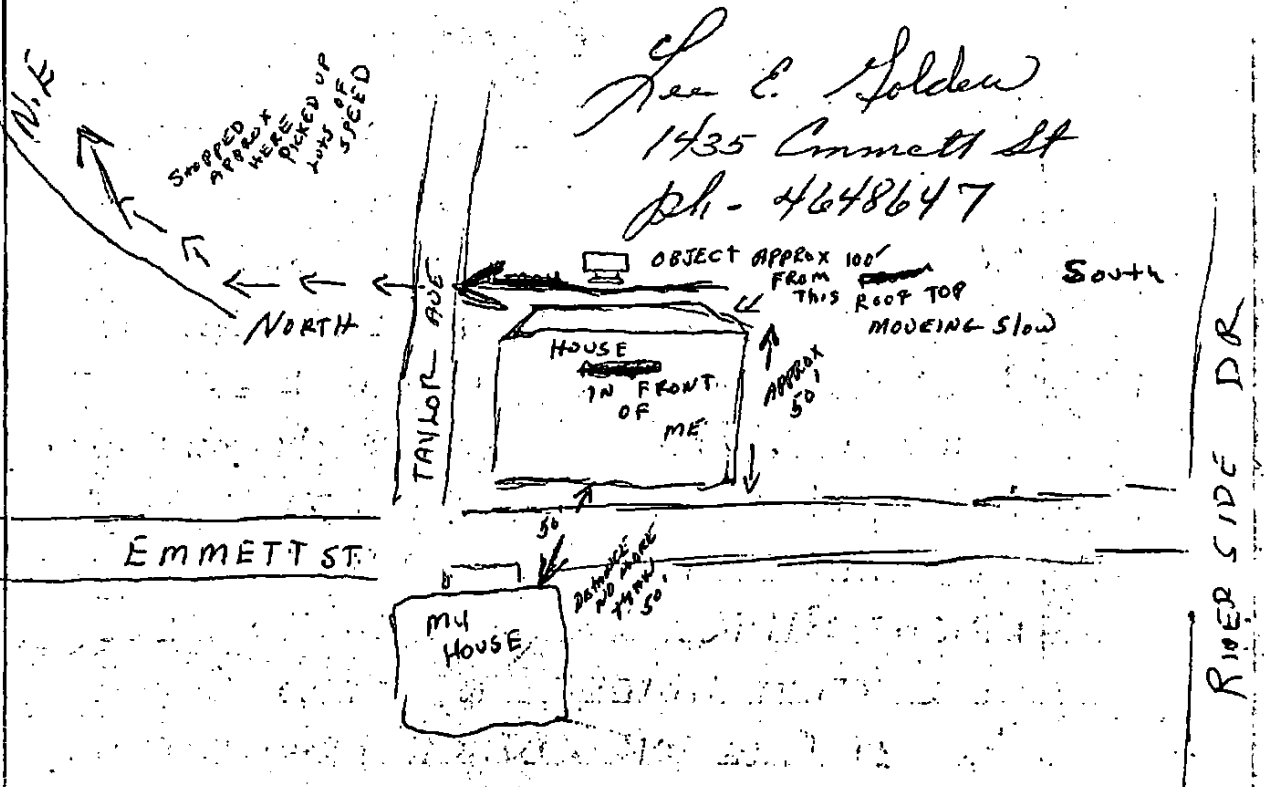
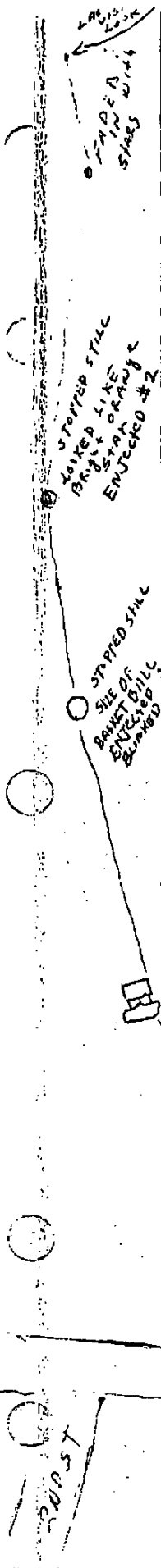
DATE THIS FORM SIGNED: SUN Oct. 76

FIND FROM SIDE, ON TWO OCCASIONS.  
FULL SIGHTING APPROX 15 MINUTES

WITNESS MR THURMAN MILLER 600 S. BOSSEE  
PH. 4240434

WIFE NANCY E GOLDEN 1435 EMMETT PH-4648647  
CHILDREN MICHAEL AND ROBBIE GOLDEN SAME RESIDENCE  
LADY DOWN STREET MILDRED

OBJECT MADE NO NOISE, BUT MOVED  
AT A FANTASTIC RATE OF SPEED WHEN  
GETTING ALTITUDE, YET WHEN FIRST SIGHTED  
IT WAS MOVEING VERY SLOW AND WAS  
CLEARLY VISIBLE



FORM 1319

MESSAGE SLIP

CASE NO.

Communication Center Data

UFO Filter Center  
MADAR CENTER 146 Blue  
618 Davis Drive  
Mt. Vernon, Indiana

MUFON (Mutual UFO Network)  
CFUFOS (Center for UFO Studies)

100' alt

REFER OP-10

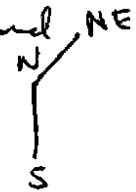
Sq on top, rectangular

SIGHTING INFORMATION:

Caller \_\_\_\_\_

Date 10/28 Time 7:00 AM  PM light on bottom

Agency \_\_\_\_\_

Bearing: Initial S Final N-NE no sound 

Address \_\_\_\_\_

Elevation: Initial \_\_\_\_\_ Final \_\_\_\_\_

City/State/Zip \_\_\_\_\_

How close? 100' Altitude \_\_\_\_\_

Phone \_\_\_\_\_

How many? \_\_\_\_\_ Landing \_\_\_\_\_

IDENTITY OF WITNESS(ES)

Duration? 5-10

Name LEE GOLDEN

Witnesses? 4-6

Address 1435 EMMETT

PHYSICAL EFFECTS: Animals \_\_\_\_\_ Plants \_\_\_\_\_

City/State/Zip E.U.

TV \_\_\_\_\_ Radio \_\_\_\_\_ Cars \_\_\_\_\_ Phone \_\_\_\_\_

Phone 464-8647

List other witnesses, details of sighting, on other side.

424-0434  
Thurmon Miller

DATE OF CALL 10/28/76 OPERATOR [Signature] TIME 7:35 AM  PM

\*\*\*\*\*

MADAR CENTER USE ONLY

Computer Classification: NL  GE  DD  ND Other:  Witnesses 6 MUCT.

Type 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3  4 \_\_\_\_\_ 5 \_\_\_\_\_

Preliminary Ident. \_\_\_\_\_ Final ID UNKNOWN

Authority: \_\_\_\_\_ IDFE \_\_\_\_\_ UNKNOWN

Signature of Center Official [Signature]



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR:

FRANCIS L. RIDGE

STREET ADDRESS:

618 DAVIS DR.

PHONE: A/C 812-1838-312

TOWN/CITY:

MT. VERNON

STATE:

IND

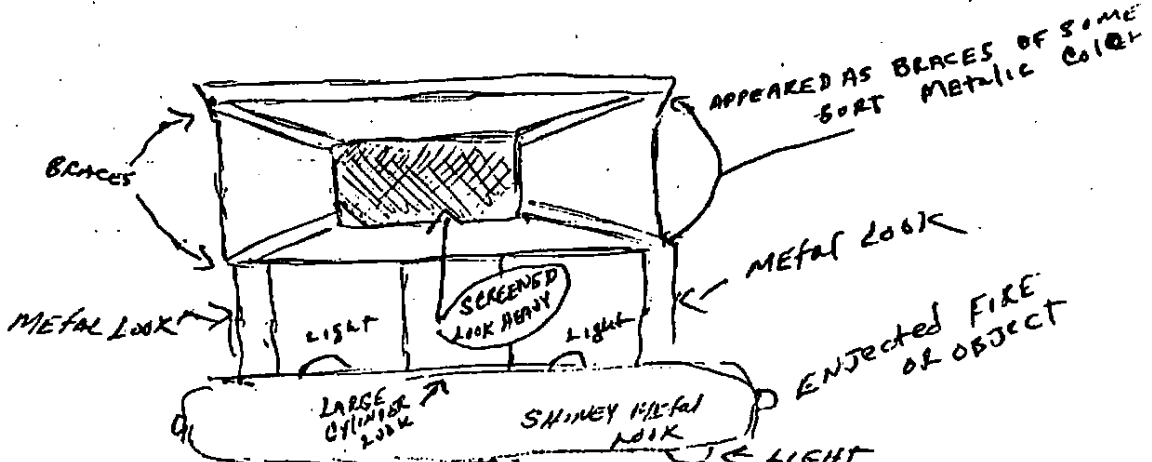
ZIP CODE:

47620

COUNTRY:

USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

1. At my Home 1435 EMMETT. Getting Ready to take a fire down street to a neighbor.

2. Walked off front porch and thought the area over head was light up strangely

3. I got a very clear view and thought I would watch it closely to make out details full good view time at least 10 minutes

4. WASN'T too up set at first but was awed by strange design and slowness it was moving. But as it progressed it got fantastic in speed and WAS SCARY when it started injecting fire or whatever

(Continue narrative on reverse side) over Miller

PLACE OF SIGHTING:

VANDERBURGH EVANSVILLE

COUNTRY

CITY/TOWN

COUNTY

STATE/PROVINCE

IND.

SIGHTING TIME

APPROX

7:05 PM ( ) AM ( ) ZONE: 20

DURATION: SEC ( ) MIN 25 HRS ( )

DATE OF SIGHTING

THURS. DAY 28 OCT MONTH 76 YEAR



FOR MUFON USE

TEMPERATURE: 65

WIND DIRECTION: None

WIND SPEED: Little

VISIBILITY: Good

CEILING: None

EDUCATION: High School

DEGREE: Diploma MAJOR: Gen

SPECIAL TRAINING: Medical Training

VISION: Good COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: Good ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS NAME: THURMAN D. MILLER AGE: 40

STREET: 600 S. Boss Ave

TOWN/CITY: Evansville, Ind PHONE: 404-2434

PROVINCE: USA

OCCUPATION: Auto Sales

EMPLOYED BY:

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(  ) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( ) )  
( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_ )

AREA/LOCATION: CITY(  ) SUBURBAN( ) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )

AREA/TERRAIN: FIELDS( ) WOODS( ) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER None

SKY CONDITION: CLEAR(  ) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(  ) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN South LAST SEEN IN N.E IT MOVED FROM S TO N.E

UFO ELEVATION: ( FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(  ) OTHER L  
( LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_ )

UFO DISTANCE: WHEN CLOSEST TO ME 200ft to 250ft UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 150ft

UFO PASSED: ( IN-FRONT-OF House WHICH WAS 200ft IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER None  
BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (  ) NUMBER OF 1 SHAPE OF Rect cyl COLOR(S) Pull silver  
( A LIGHT (  ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_ )

DESCRIBE: SOUND none SHELL none SPEED Don't know

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE  AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR (  ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_ )

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 5 or 6 TIMES THE SIZE OF A FULL MOON )

BRIGHT: 2 ( A STAR ( ) THE MOON (  ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( <input checked="" type="checkbox"/> )	HOVER? ( <input checked="" type="checkbox"/> )	AFFECT RADIO/TV? ( <input checked="" type="checkbox"/> )	FLUTTER? ( )
TURN ABRUPTLY? ( <input checked="" type="checkbox"/> )	DESCEND? ( <input checked="" type="checkbox"/> )	AFFECT ELECTRICITY? ( <input checked="" type="checkbox"/> )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( <input checked="" type="checkbox"/> )	AFFECT MAGNETISM? ( <input checked="" type="checkbox"/> )	BLINK? ( <input checked="" type="checkbox"/> )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( )	PULSATE? ( )
EJECT OBJECT(S)? ( <input checked="" type="checkbox"/> )	OVER A BUILDING? ( )	AFFECT ENGINE? ( )	APPEAR SOLID? ( )
CHANGE SHAPE? ( )	LAND ON GROUND? ( )	AFFECT VEHICLE? ( )	HAVE FUZZY EDGES? ( )
CAST SHADOW? ( )	LAND IN WATER? ( )	AFFECT ANIMAL? ( )	HAVE OUTLINE? ( <input checked="" type="checkbox"/> )
CAST LIGHT? ( <input checked="" type="checkbox"/> )	CARRY OCCUPANTS? ( )	AFFECT HUMAN? ( )	WOBBLE? ( )
REFLECT LIGHT? ( <input checked="" type="checkbox"/> )	COMMUNICATE? ( )	AFFECT WATER? ( )	VIBRATE? ( )
LEAVE A TRAIL? ( )	GIVE OFF HEAT? ( )	AFFECT GROUND? ( )	GLOW? ( <input checked="" type="checkbox"/> )
DISINTEGRATE? ( )	LEAVE RESIDUE? ( )	AFFECT VEGETATION? ( )	APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 6 DID ANY OTHER AGENCY CONTACT YOU? no

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Thurman De Miller  
SIGNATURE OF OBSERVER

YOU MAY (  ) MAY NOT ( ) USE MY NAME.

DATE THIS FORM SIGNED 30 10 76  
DAY MONTH YEAR



Shot out something  
FROM bottom AND side

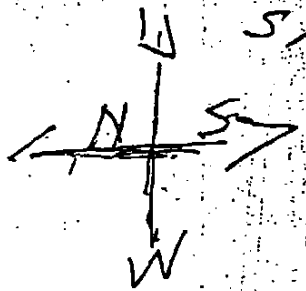
Shot out something  
FROM BOTTOM

Then it Faded in with the STARS

UP

stopped

stopped

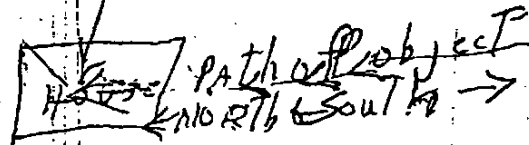


Miller

TAYLOR ST

CHANGED DIRECTIONS

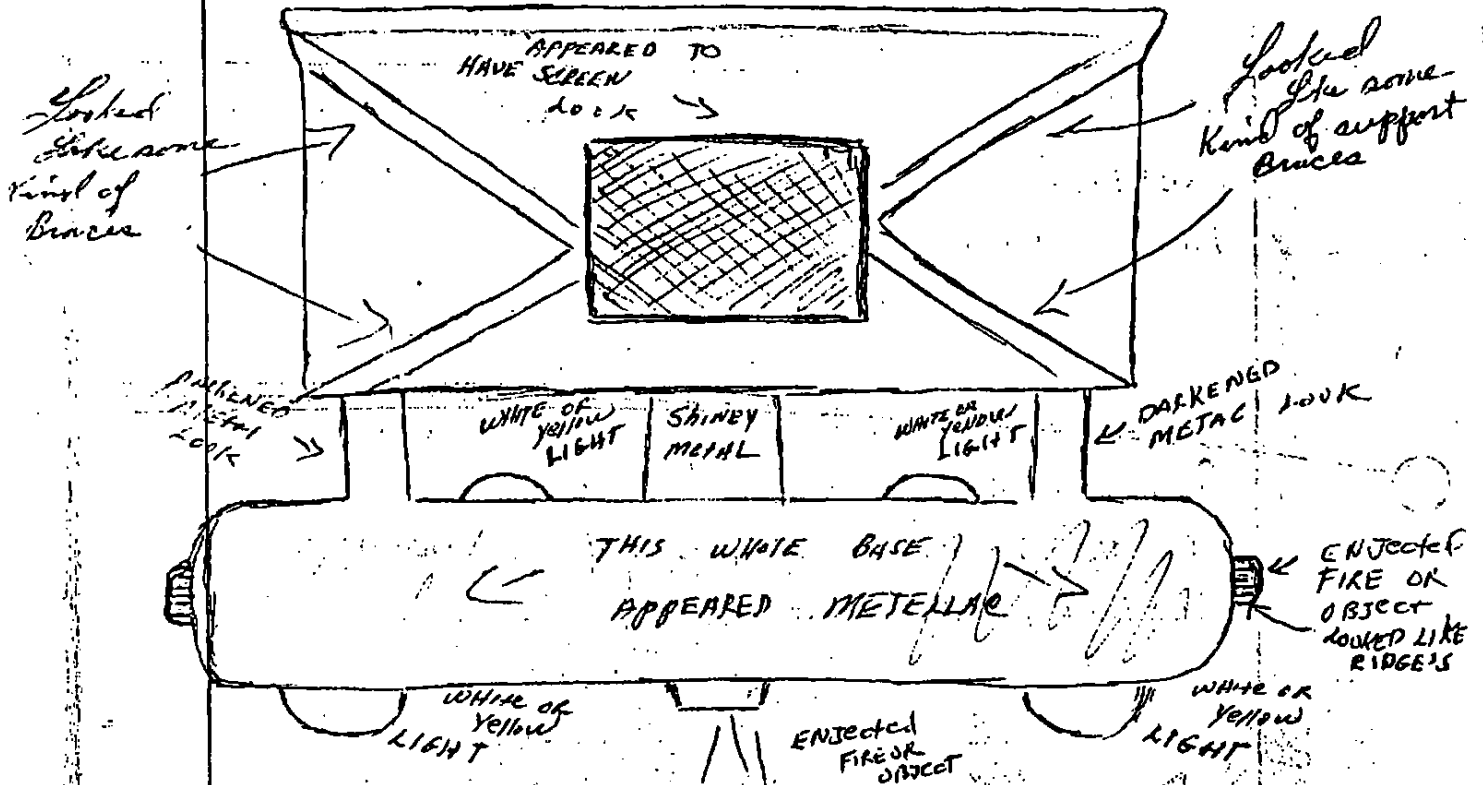
Riverside ST



EMMETT ST

U. F. O.

Enclosed is this sheet I drew approx 30min after I seen the object I have considered this careful and I am sure this is what I saw.



OBJECT SEEN AT APPROX. 7:10 PM.  
 ON THURSDAY OCT. 28. FROM LOCATION OF  
 EMMETT AND TAYLOR, HEADED NORTH  
 AND CHANGED TO A NORTH EAST  
 DIRECTION. FIRST SIGHTED AT APPROX.  
 100 FT., AND REACHED AN ALTITUDE AS  
 TO WHERE IT APPEARED TO BE A LARGE  
 BRIGHT STAR. IT SEEMED TO HOVER  
 AT CERTIAN TIMES, ENJECTED SOME  
 SORT OF FIRE OR OBJECT FROM BOTTOM

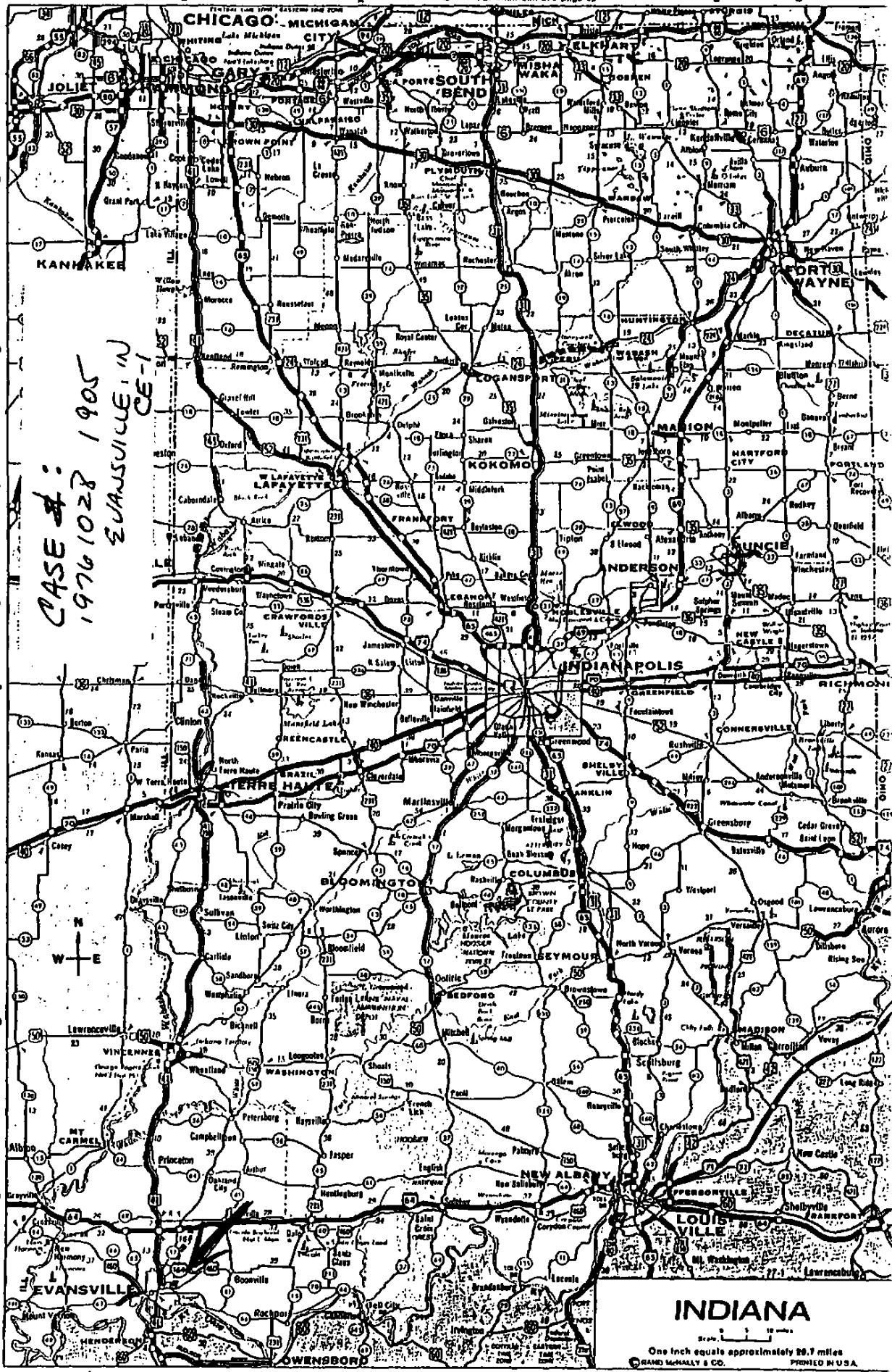
(OVER)

Miller

INDIANA  
Population: 5,175,610  
(1970 Census)  
Area: 36,291 Sq. Miles  
Capital: Indianapolis

Cities and Towns

- Albany.....C-5
- Albion.....A-4
- Alexandria.....D-4
- Anderson.....D-4
- Andersonville.....E-3
- Angola.....A-2
- Argos.....B-3
- Attica.....D-1
- Auburn.....A-3
- Bedford.....F-3
- Barna.....C-3
- Bicknell.....G-2
- Bloomfield.....F-2
- Bloomington.....F-3
- Bluffton.....C-3
- Brazil.....E-2
- Bremen.....A-2
- Brookville.....E-5
- Brownstown.....F-4
- Cannelton.....H-2
- Charlestown.....G-3
- Cheriton.....A-2
- Clio.....E-2
- Columbe City.....B-4
- Columbus.....F-4
- Connersville.....E-3
- Corydon.....C-4
- Covington.....D-2
- Crawfordsville.....D-2
- Crown Point.....A-2
- Culver.....E-3
- Danville.....E-3
- Decatur.....E-3
- East Chicago.....A-2
- Elkhart.....A-4
- Elwood.....D-4
- Evansville.....B-1
- Farley.....B-5
- Frankfort.....D-3
- Franklin.....E-4
- French Lick.....G-3
- Gary.....A-4
- Goshen.....A-4
- Greencastle.....E-2
- Greensburg.....E-4
- Greentown.....C-4
- Hammond.....C-8
- Harford City.....C-8
- Hebron.....A-9
- Hobart.....A-2
- Huntington.....B-4
- Indianapolis.....B-1
- Jasper.....G-2
- Jeffersonville.....G-4
- Jonesboro.....C-4
- Kendallville.....C-2
- Kentland.....C-2
- Kokomo.....C-3
- Lafayette.....C-3
- Lagrange.....A-4
- La Porte.....D-3
- Lebanon.....D-3
- Linton.....F-2
- Logansport.....G-2
- Lowell.....B-2
- Madison.....C-3
- Marion.....B-3
- Marionville.....E-3
- Mantona.....B-4
- Michigan City.....A-2
- Mishawaka.....G-3
- Mitchell.....G-3
- Monica.....C-3
- Monticello.....C-3
- Montpelier.....C-8
- Morgantown.....D-2
- Muncie.....D-5
- New Albany.....D-4
- New Castle.....D-3
- New Harmony.....H-1
- Noblesville.....D-4
- North Terre Haute.....F-2
- North Vernon.....F-4
- Oakland City.....G-2
- Oolitic.....F-3
- Osgood.....F-3
- Palmyra.....D-4
- Pandleton.....D-4
- Paru.....C-1
- Plymouth.....A-3
- Portage.....A-2
- Portland.....E-3
- Pratts City.....E-3
- Princeton.....G-1
- Radley.....C-5
- Remington.....C-2
- Rensselaer.....C-2
- Reynolds.....C-2
- Richmond.....D-3
- Rochester.....B-3
- Rockport.....H-2
- Rockville.....E-2
- Roseton.....D-3
- Rushville.....E-4
- Saint Croix.....H-3
- Salom.....G-4
- Sandborn.....H-2
- Santa Claus.....G-4
- Scottsburg.....G-4
- Sedalia.....C-3
- Seymour.....F-4
- Shelburn.....F-2
- Shelbyville.....G-4
- Shoals.....G-4
- South Bend.....A-3
- South Whitley.....B-4
- Sullivan.....F-3
- Sycamore.....H-3
- Tell City.....H-3
- Terre Haute.....E-3
- Thornland.....D-3
- Tippecanoe.....D-4
- Vanderburgh.....F-3
- Versailles.....F-3
- Vincennes.....G-1
- Webash.....B-4
- Wanatah.....A-3
- Warsaw.....C-4
- Washington.....G-2
- Wapnetown.....G-2
- W. Lafayette.....A-2
- Wheeland.....C-2
- Willsie.....A-2
- Winamac.....B-3
- Winchester.....D-3
- Worthington.....F-2
- Wyandotte.....H-3



*CASE # 19761028 1905  
EVANSVILLE IN  
CE-1*

INDIANA

Scale 1" = 26.7 miles  
One inch equals approximately 26.7 miles  
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For Illinois see page 41

For Kentucky see pages 44-45

For Michigan see page 48

FORM 1319

MESSAGE SLIP

CASE NO.

UFO Filter Center  
MADAR CENTER 146 Blue  
618 Davis Drive  
Mt. Vernon, Indiana

Communication Center Data

MUFON (Mutual UFO Network)  
CFUFOS (Center for UFO Studies)

NE

RECTANGULAR w/ LIGHT



SIGHTING INFORMATION:

Caller \_\_\_\_\_

Date 10/28 Time \_\_\_\_\_ AM PM

Agency \_\_\_\_\_

Bearing: Initial \_\_\_\_\_ Final \_\_\_\_\_

Address \_\_\_\_\_

Elevation: Initial \_\_\_\_\_ Final \_\_\_\_\_

City/State/Zip \_\_\_\_\_

How lose? \_\_\_\_\_ Altitude \_\_\_\_\_

Phone \_\_\_\_\_

How many? \_\_\_\_\_ Landing \_\_\_\_\_

IDENTITY OF WITNESS(ES)

Duration? \_\_\_\_\_

Name Thurman Miller

Witnesses? \_\_\_\_\_

Address 600 S. BOSSE

PHYSICAL EFFECTS: Animals \_\_\_\_\_ Plants \_\_\_\_\_

City/State/Zip Ev. V.

TV \_\_\_\_\_ Radio \_\_\_\_\_ Cars \_\_\_\_\_ Phone \_\_\_\_\_

Phone 424-0434

List other witnesses, details of sighting, on other side.

DATE OF CALL 10/28/76 OPERATOR [Signature] TIME 747 AM (PM) We called

MADAR CENTER USE ONLY

Computer Classification: NL (SE) DD ND Other: Rect. Witnesses MULT.

Type 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 ✓ 4 \_\_\_\_\_ 5 \_\_\_\_\_

Preliminary Ident. \_\_\_\_\_ Final ID UNKNOWN

Authority: \_\_\_\_\_ IDFE \_\_\_\_\_ UNKNOWN ✓

Signature of Center Official Thurman Miller

\*\*\*

Golden, Lee

035 This is no hallucination or nothing. I live over here (Evansville) on the east side on Emmett St. This thing came right over the top of the house, I'd say a hundred feet over the top of the house. And it was rectangular on the top and it had a big light at the bottom, I couldn't see how the bottom was made. But it was totally noise-proof, wasn't any noise at all.

As it came over it was gaining altitude and it was heading North and when it got up in the air, it got up pretty far and something shot out from the bottom of it. And something shot out of the side of it later on.

058 (Aircraft scanner data, ASD).

068 This happened just a few minutes ago, within 15-20 minutes ago.

070 trivia...

084 The woman across the street from me saw it too. I was delivering a tire over to her, that's how come me to be outside...and I seen this thing to pass. I'm satisfied it wasn't any weather balloon.

095 Because it was square on top, I definitely seen that much of it. It looked like it was more of a rectangular on top, I'd say a hundred feet above the house that it passed over. (Repetition of 035 segment).

103 When it got up in altitude pretty high, it looked like a star, you know. And it flickered, go off and on... (then the "something" shot out the bottom).

106 (The object came south, heading north at low altitude, 100', then turned and headed NE and gained altitude and shrank to size of a star, when the object ejected something. At low altitude the object appeared to be about the size of an automobile. Total time of observation: 15-minutes).

(Also noted was the fact the object appeared to be moving at a high rate of speed).

183 EOT

184 Notification of personnel.

Miller, Thurman, (one of the other 5 witnesses).

257 It had a bright light on top of it; it was a square thing. It looked like it was more rectangular-shaped and it had this light shining on it or in it, or something, cause you could see it real plain. It come over that one house and it come slow and kinda took off. It went up and off to the right...and ah, off to our left (rather). We went over to the gas station and watched it for a while and called his wife out.

(They then took the tire over to the lady's house).

(Cross-examination showed the witnesses saw the same object and all the details seem to be in order, in as much as there were no conflicting statements.).

300 EOT

(Dress-Regional had no pilot or controller reports. They only received the one call from Golden and no unusual or significant reports or witness reports.)

Case ID#: 19761028 1985 EVANSVILLE CE-1

UFOI SOURCE TEST - Natural Source

D=Definite, P=Possible, N=No Possibility

1. ORGANIC SOURCE, TERRESTRIAL
  - a. Animal (N)
  - b. Bird, Reptile (N)
  - c. Insect (N)
  - d. By-Product (spider webs, seeds) (N)
2. INORGANIC SOURCE, TERRESTRIAL
  - a. Adverse Weather (whirlwind) (N)
  - b. Atmospheric (clouds, moondogs) (N)
  - c. Lightning (ball, bolt, heat) (N)
  - d. Swamp Gas (N)
  - e. Other (debris, mirage) (N)
3. INORGANIC SOURCE, TRANSTERRESTRIAL
  - a. Bolides (N)
  - b. Meteorites/Meteors (N)
4. INORGANIC SOURCE, EXTRATERRESTRIAL
  - a. Comets (N)
  - b. Moon (N)
  - c. Planet(s) (N)
  - d. Star(s) (N)
  - e. Sun (Sol) (N)

Synopsis: Natural Sources eliminated.

UFOI SOURCE TEST - Man-Made Source

1. AIRCRAFT
  - a. Advertising (N)
  - b. Commercial, Military, Private (P) Possible, but only if witnesses are incorrect about alt. No Sound
  - c. Other (blimp, experimentl, helicop) (N)
2. BALLOON
  - a. Hot Air (N)
  - b. Weather, Test, Etc (N)
  - c. Other (prank, toy, etc) (N)
3. FIXED STRUCTURES
  - a. Buildings (N)
  - b. Lights (ground, search, etc) (N)
  - c. Towers (water, power line, radio) (N)
4. HOAX
  - a. On Witness (N)
  - b. By Witness (P) Possible but not suspected.
5. MISSILE
  - a. Chemical (cloud, smoke, etc) (N)
  - b. Cruise (N)
  - c. Launch (N)
6. SATELLITE
  - a. Orbiting (high-alt) (N)
  - b. Re-Entry (similar to meteor) (N)

Synopsis: The only possible explanation, other than a hoax by six witnesses, is that of a strange aircraft at a higher altitude than all the witnesses suspected. This, however, appears highly unlikely.

UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)



MUTUAL UFO NETWORK, INC.

FORM COMPLETED BY:

NAME: DAN WRIGHT TITLE: DEP. DIR. PHONE: (517) 625-4880  
 ADDRESS: 117 W. South St. CITY/ST/ZIP: MORRICE, MI 48857

Do not write in this space.

Log # 900603 Case Type CE-1

**EVENT**

Date 10/28/76 Time 1905

Duration 15 MIN Country USA

Nearest Town/City EVANSVILLE

County VANDERBURGH State/Prov. IN

SITE:  City  Suburban  Town  Farmland

Woods  Lake/River  Mountain  Prairie

Desert  Tundra  Sea  Unknown

SKY:  Clear  Ptly Cloudy  Overcast  Unknown

WEATHER FACTORS (check all that apply):

None  Windy  Lightning  Fog  Rain  Hail

Sleet  Snow  Unknown  Does Not Apply

**WITNESSES**

TOTAL: 2 offered statements to an investigator.

LOCATION:  Grouped  Separated  Unknown

Does Not Apply (Single Witness)

AGREEMENT: All Witnesses  Agree  Do Not Agree on basic description, sequence and nature of event;  Unknown  Does Not Apply (Single Witness)

AGE: Enter age if known (or child /adolescent /adult /unknown) for up to three witnesses.

a) 35 b) 40 c) \_\_\_\_\_

GENDER: Indicate the male/female gender of each:

a) M b) M c) \_\_\_\_\_

OCCUPATION: Indicate the type of occupation for each (None, Homemaker, Laborer, Clerical, Technician, Manager, Educator, Licensed Professional, Scientist, Law Enforcer, Military, Pilot, Other or Unknown).

a) LABORER b) OTHER c) \_\_\_\_\_  
 (SALESMAN)

**ANOMALOUS LIGHTS OR OBJECTS**

If multiple sources or factors, check all that apply.

NUMBER OBSERVED:  None  1  2  3

4-5  6-10  Over 10  Unknown

ELEVATION: 60 (0-90) Degrees above horizon when nearest to witness  Various  Other  Unknown

LOWEST ALTITUDE:  Landed  Treetop

500 ft/less  Over 500 ft (Under Cloudcover)

Over 500 ft (No Cloudcover)  Unknown

DISTANCE FROM WITNESS:  20 ft/less

21-100 ft.  101-500 ft.  501 ft.-1 mile

Over 1 Mile  Unknown

FLIGHT:  None (stationary)  Straight-line path

Path with directional change  Path plus hovering

Other  Unknown

DIRECTION FIRST OBSERVED:  N  NE

E  SE  S  SW  W  NW  Unknown

DIRECTION LAST OBSERVED:  N  NE

E  SE  S  SW  W  NW  Unknown

SHAPE:  Starlike  Disc  Cylinder  Blimp

Oval  Teardrop  Sphere  Boomerang

Triangle  Diamond  Other  Unknown

SURFACE:  Dark  Dull  Reflective  Glowing

Mist/shroud  Varied  Unknown

STRUCTURAL FEATURES:  None  Dome

Window(s)  Patterned Surface  Insignia

Appendage(s)  Other  Unknown

APPARENT SIZE: (As closest approximation at arm's length.)  Starlike  Aspirin  Penny  Golfball

Baseball  Basketball  Larger  Unknown

ACTUAL SIZE:  Under 1 ft.  1-3 ft.  4-10

ft.  11-30 ft.  31-100 ft.  101-300 ft.  Over

300 ft.  Unknown

PROMINENT COLORS ("1" = Surface; "2" = Exterior

Lights): 2 White 1 Grey/lead  Black  Gold/copper

Pink/rose  Red  Red-orange  Yellow-orange

2 Yellow  Green  Green-white  Blue-green

Blue  Blue-white  Violet  Unknown

EXTERIOR LIGHT CHARACTERISTICS:

None  Unwavering  Brightened  Pulsated

Flashed Sequentially  Flashed Randomly  Other

Unknown

EMISSION :  None  Beam  Flame  Aura

Cloud  Trail  Object  Other  Unknown

SOUND:  None  Hum  Buzz  Jetlike

Swish  Whir  Whine  Static  Pulsating

Beeping  Rumble  Roar  Other  Unknown

**Mutual UFO Network**

103 Oldtowne Road

Seguin, Texas 78155-4099

**WITNESS NAMES**

List three witness (from "Witnesses" section on page 1.) Indicate whether each requests anonymity.

a) LEE GOLDEN ( ) anonymous b) THURMAN MILLER ( ) anonymous c) \_\_\_\_\_ ( ) anonymous**PRINCIPAL INVESTIGATOR NAMES:**FRANCIS RIDGE**ELECTRICAL-MAGNETIC EFFECTS**

If multiple devices or effects, check all that apply.

**DEVICE AFFECTED:**  None  Piston Engine  
 Diesel Engine  Auto Lights  Auto Instrument  
 Auto Accessory  Fuse / circuit breaker  
 Home Appliance  TV/VCR  Non-electric Device  
 Other  Unknown

**TYPE OF EFFECT:**

Signal (Radio, TV, CB, Ham, Radar):  Static  
 Reduced  Interrupted  Station Changed  
 Increased  Other

Lights:  Dimmed  Extinguished  BrightenedEngine:  Sputtered  Stalled  RacedAuto:  Accelerated  Decelerated  LiftedInstrument/Device:  Failed  Surged  Heated

Surroundings :  Sound Absent  Temperature Change  
 Light(s) dimmed  Light(s) brightened  
 Static Electricity  Invisible Barrier  Other

**ANIMAL REACTION**

If multiple species or effects, check all that apply.

**SPECIES:**  None  Dog  Cat  Bird  
 Rodent  Cow / Horse  Other  Unknown

**REACTION TYPE:**  Indifferent  Curious  
 Excited  Aggressive  Fearful  Motor Skills  
 Affected  Shedding  Loss of Appetite  Injury  
 Death  Other  Unknown

**PSYCHOLOGICAL /PHYSIOLOGICAL EFFECTS**

If multiple effects, check all that apply.

**PSYCHOLOGICAL:** ("1" = During Event; "2" = After Event)  None  Calmness  Elation/Love  Thinking  
 Impaired  Telepathy  Memory Lapse  Involuntary  
 Action  Precognition  Dream(s)  Insomnia  
 Religious Interpretation  Phobia  Obsession  
 Other  Unknown

**PHYSIOLOGICAL:** ("1" = During Event; "2" = After Event)  None  Tingle/Shock  Dizziness  
 Body Temperature Change  Joint/Muscle Stiffness  
 Motor Skills Affected  Levitation  Eyes/Sight  
 Ears/Hearing  Nose/Smell  Burn  Rash  
 Cut/Gouge  Headache  Loss of Appetite  
 Nausea  Fatigue  Sleep Disorder  Other  
 Unknown

**LANDING**

If multiple factors, check all that apply.

**OBSERVATION** (Before locating the site, a witness observed the object's):  Aerial Path  Hovering  
 Descent  Landing  Take Off  Ascent  No  
 Object Observed  Unknown

**SITE / MATERIAL:**  Unaffected  Swirled  
 Depressed  Uprooted  Discolored  Baked  
 Burned  Scarred  Broken  Crushed  
 Footprint(s)  Imprint(s)  Crater  Radiation  
 Artifact  Other  Unknown

**SOIL/VEGETATION SAMPLES:**  Exist  
 Obtained  Tested  Submitted  Unknown

**ENTITY**

If multiple types or factors, check all that apply.

**TYPE:**  None  Human-like  Humanoid  
 Apelike  Robot  Apparition  Other  Unknown

**HEIGHT :**  Under 3 ft.  3-4 ft.  4-5 ft.  
 5-6 ft.  6-7 ft.  Over 7 ft.  Unknown

**APPAREL :**  None  Tight Fitting  Loose  
 Fitting  Unknown

**Apparel Color:**  Red  Orange  Yellow  
 Green  Blue  Black  Grey  White  
 Silver  Gold  Other

**Apparel Features:**  Insignia  Belt  Boots  
 Helmet  Back/chest Apparatus  Device Held  
 Other

**ADDITIONAL EVIDENCE**

If multiple types or factors, check all that apply.

**PHOTOGRAPHIC:**  None  Blank as Processed  
 Still Photo  Movie Film  Videotape  Acquired  
 Tested  Original Submitted  Copy Submitted

**RADAR TRACK:**  No Echo (Log Reviewed)  
 Appeared Abruptly  Appeared Gradually  
 Maneuvered  Changed Quality  Changed Shape  
 Changed Size  Moved in Formation  Divided  
 Visually Observed  Paced Known Target  
 Disappeared Abruptly  Disappeared Gradually  
 Unknown  Does not apply

**Mutual UFO Network**  
 103 Oldtowne Road  
 Seguin, Texas 78155-4099  
 (512)379-9216



Mutual UFO Network  
103 Oldtowne Road  
Seguin, Texas 78155-4099  
(512)379-9216

ADDITIONAL COMMENTS

GENERAL: SIX WITNESSES (2 REPORTING)  
OBSERVED SILENT OBJECT APPROACH,  
PASS 100 FT OVER HOUSE, AND ASCEND  
RAPIDLY OUT OF SIGHT AFTER HOVERING  
TWICE. FIRE OR OBJECTS EJECTED  
FROM CYLINDER PORTION WHEN AT  
HIGHER ALTITUDE.

FIELD: SHAPE  
COMMENT: RECTANGULAR BOX CONNECTED  
TO CYLINDER UNDERNEATH.

FIELD: SURFACE  
COMMENTS: BOX SHAPE DULL; CYLINDER  
SHINY METALLIC

FIELD: STRUCTURAL FEATURES  
COMMENT: RECTANGULAR "SCREEN" &  
CRISS-CROSSED "BRACES" ON SIDE OF BOX.

FIELD: ACTUAL SIZE  
COMMENT: APPROX. SIZE OF STANDARD  
AUTO.

FIELD: PROMINENT COLORS  
COMMENT: EXTERIOR LIGHTS INITIALLY  
YELLOW, TURNED TO WHITE ON ASCENT.

FIELD: EMISSION  
COMMENT: FLAME OR OBJECT EMITTED  
FROM SIDE & BOTTOM OF CYLINDER.

FIELD: \_\_\_\_\_  
COMMENT: \_\_\_\_\_

FIELD: \_\_\_\_\_  
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UFO ENCOUNTER AT LOWELL AND NORTH ANDOVER/  
MIDDLETON, MASSACHUSETTS - OCTOBER 29, 1976

by

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THE LOWELL SIGHTING

On January 21, 1977, Richard ("Rick") P. Romano, 23, of Wilmington, Massachusetts, telephoned Boston's Charles Hayden Planetarium to find out if there were any local UFO organizations he could join. After I gave him the information, Romano explained that his interest in the subject was sparked by a low-level sighting he and others had experienced three months ago in the Lowell area. Actually, witnesses in two vehicles some distance apart were allegedly involved. I expressed an interest in his sighting, asking him to send me a written report.

Perhaps a week later Romano called again to tell me he had typed a short account of the UFO observation, but felt he could probably describe what happened better in person. The following account resulted from an interview with Romano at my home on February 8 and from a drive along the sighting route on March 6.

Rick was fairly certain the incident occurred on the last Friday night in October, 1976 (the 29th), because he recalled going hunting that weekend. He lived with a family friend in Wilmington, George ("Ernie") \_\_\_\_\_, 45. On that Friday Rick and Ernie had completed some work on their cottage overlooking Russell Mill Pond in Chelmsford and were returning home in Ernie's 1973 AMC Ambassador. Ernie was driving and Romano was sitting to his right. The driver's 14-year-old son John and a friend Dennis \_\_\_\_\_, also 14, of Roberts Street, Chelmsford, were seated in back.

From State 4 in Chelmsford, they turned east (at Exit 21) onto Interstate 495. After driving about  $2\frac{1}{2}$  miles on this divided multilane highway (which skirts the southern edge of the city of Lowell), Romano said Ernie looked to his left and noticed a bluish light in the sky behind a cloud. (Rick indicated to me a position for the object corresponding to an elevation of roughly  $10^\circ$  and a true azimuth of approximately  $325^\circ$  --near northwest. All angles in this report were measured by this investigator using an inclinometer and a sighting-compass.) The driver called the others' attention to it. The time was between 8 and 8:30 p.m.(EDT). The sky was partly cloudy, according to Rick, and stars were visible.

After a few seconds the light emerged from behind the cloud and began descending toward the highway at about a  $30^\circ$  angle. Rick said Ernie slowed the car (from an estimated 45 miles per hour) and rolled down his window for a better view of the object whose light had changed to a white color. At this time the object was estimated to be about a mile away and closing fast,

its course taking it toward the highway ahead of the witnesses.

Very soon it became obvious to everyone that the object was a UFO and not a conventional craft. According to Romano, a ring of white lights around a dark shape dimmed and brightened at regular intervals, as if the whole ring were rotating rapidly, creating a strobe effect.

The UFO came to a stop in mid-air about half a mile in front of the car near the opposite side of the highway. By this time, Rick recalled, the two teenagers in the back seat were becoming quite excited, laughing and shouting as their car neared the object's position. Ernie rolled to a stop in the breakdown lane just beyond the hovering object, and everyone got out. (The precise observation point was on a rise where I-495 crosses the B & M Railroad a quarter mile short of Exit 26, the State 38/I-495 intersection. The site was also just beyond Motorist Aid Call Box 589 located on the opposite side of the road.)

As the four witnesses looked across the highway at the UFO, Rick said it appeared huge, maybe 75 to 100 feet in diameter, and tilted back and forth slightly in a slow gyroscopic-like oscillation. Romano estimated its distance at about 100 feet from them and its height, about 150 feet.

(Upon closer inspection on our trip March 6, Rick felt the object must have been hovering in the vicinity of the railroad and a cement plant and therefore situated perhaps a road's-width from the edge of the highway. We measured I-495's width at this location--some 160 feet across--which would place the UFO over 300 feet from the observers. In addition, it was determined Rick's height estimate referred to a point above the highway level, which happens to rise considerably over the railroad and surrounding countryside. Once again I had Romano point to where he thought he saw the UFO, resulting in a rough elevation/true bearing of  $10^{\circ}/295^{\circ}$  --west-northwest. I believe these values, especially the elevation figure, should be regarded as somewhat uncertain in view of the elapsed interval since the sighting and the fact the sighting occurred at night, not in daylight when the above estimates were made.)

According to Rick, the ring of lights around the object consisted of circular windows or ports, each emitting a dull white glow. This section continued to rotate as the craft tilted back and forth. Below the rotating ring appeared a stationary row of smaller white lights. A dark conical dome could be seen above the circular windows, silhouetted against the background glow of city lights. Protruding from the top of the dome were three thick, tubular, antenna-like structures, each with a very bright, red, steady light at its tip. The three red lights, Romano remembered, were brighter than the windows and, in fact, the brightest light sources on the UFO.

Rick said he got a clipboard from the car and began a drawing of the object. But, deciding he might miss something, he com-

pleted the sketch in the car after he left the scene. Although there were no audible sounds from the craft, Rick asserted he felt a tingling sensation in his ears which he associated with ultrasonics, a frequency he is familiar with in his electronics work. The others apparently reported no such effect. No other physiological effects nor interference with the car's electrical system was described.

Traffic was light on the highway. Rick guessed only three or four other cars passed them while they were parked. Ernie decided to flag down a car in order to obtain additional witnesses. He managed to get a 1962 or '63 white Ford Station wagon to pull in behind his vehicle. Going over to the male driver, the lone occupant, and pointing to the object, Ernie said: "You see that?" Spotting the UFO, the motorist reportedly exclaimed: "Oh, sh--!" According to Rick, the Ford then "burned rubber," speeding off down the highway.

After approximately three minutes of close observation, Romano said all of the UFO's lights except the three red ones suddenly went out and the object began moving away, ascending northeastward along the highway. The witnesses jumped into the car and followed the craft a short distance to Exit 26. The UFO's lights came back on. As the observers turned down the exit ramp, Rick said the object seemed to cross I-495, accelerate more rapidly, and disappear from view behind a hill. The total estimated observation time was about ten minutes.

Upon arriving home in Wilmington, Romano said Ernie telephoned both the Lowell Police Department and the State Police barracks in Andover to ask if anyone else had reported seeing a strange flying object. Although the latter said no reports of anything unusual had been received, the former stated that some people had called in a UFO sighting, but it was "explained" as an aircraft.

All four witnesses agreed it would be wise, for the time being, to keep what they had seen to themselves. But one night in December, while Rick was on duty as a security guard, he said one of the other guards brought up the subject of UFOs. During the ensuing discussion (Romano claimed he still withheld his own sighting at this point), another guard, Randy \_\_\_\_\_, started telling about a UFO he had witnessed. According to Rick, it was not long before he realized Randy had seen the same object observed by him. Unwilling to admit his own sighting, Romano volunteered that "his buddy" (Ernie) watched the same UFO on the same evening. Later Rick said he revealed to Randy that he also shared in his friend's sighting. (Randy recalled a slightly different version of the initial discussion with Rick and the other guards.)

Richard Romano's background is as follows: at the time of his sighting, he worked during the day at Analog Devices, Wilmington, as a senior electromechanical technician. His job was to repair electronic equipment for integrated circuits. Romano

worked nights as a security guard employed by Bromleys Security Services.

Currently, he has terminated his work with Bromleys and works at Analog Devices only on weekends while he takes courses at Middlesex Community College and the University of Lowell. His goal is an electrical engineering degree. He also hopes to obtain a pilot's license, having already taken six lessons and flown two private aircraft.

Since he was eight, Rick said he has been interested in the sky and stargazing. He owns a Tasco 260 mm. refracting telescope. Although he has read a number of books on UFOs, Romano claims he had not read a book on the topic for about a year prior to his sighting. When I asked him what he thought the object he saw might have been, he answered without hesitation: "Beyond any doubt, an extraterrestrial craft."

#### THE NORTH ANDOVER-MIDDLETON SIGHTING

In contrast to Richard Romano, Randy appeared much more sensitive about his sighting, apparently due in part to ridicule by his in-laws, to the fear of suffering further embarrassment if the report should be published, and to the utter incredibility of the sighting itself. Despite my repeated guarantees that his name would not be disclosed, Randy decided not to divulge his last name nor his street address. (I experienced similar difficulties with the other witnesses in the Romano car. Although their names finally were released, interviews were refused.)

After my interview with Romano, Rick managed to persuade Randy to write an account of his sighting for me. An excellent six-page handwritten report and a drawing of the UFO were relayed to Rick, who then mailed it to me. Enclosed in the envelope was a note from Romano, stating that Randy had agreed to my telephoning him at his home in Chelmsford.

On March 4 I called Randy and convinced him that a drive along his sighting route would prove extremely helpful. The account that follows resulted from the drive with the witness on March 26, and also from his written report.

At approximately 7 p.m. (EDT) on a Friday evening in October or November, 1976--most likely October--Randy \_\_\_\_\_, 23, left his home in Chelmsford to visit his cousin in Salem. Since he said he visited his cousin as often as once a week, he was quite familiar with the route traveled.

Turning east onto Interstate 495 (at Exit 22), Randy covered the same stretch driven by Rick a short time later except that he turned off I-495 at Exit 30 (State 114 intersection), four exits beyond Rick's departure point from the highway. After driv-

ing southeastward about five miles on State 114 (Salem Turnpike) in North Andover, Randy said he suddenly became aware of a strange row of lights in the sky about a mile down the road. (He indicated a position corresponding to a rough elevation/true azimuth of  $3-5^{\circ}/130^{\circ}$  --near southeast.)

The lights appeared to be hovering just above the treetops ahead and just to the left of the road. They seemed to be spinning as well as changing color from white to bluish. The witness guessed the time might have been approximately 7:40, based upon his usual driving speed on the Salem trip.

At first he speculated he might be seeing some sort of lighted sign atop a tall building, but as he drew closer, he said he realized it was neither a sign nor an airplane. Keeping an eye on it, Randy sped toward the object. When he was about a quarter mile away, the observer pulled his 1972 VW Karmann Ghia convertible into a dirt lot, stopped, and jumped out.

The object, though stationary above a wooded area on the opposite side of the road and just across the Middleton town line, continually gyrated or oscillated up and down about the vertical axis, like a rotating coin coming to rest upon a hard surface. While it oscillated, according to Randy, a double row of windows rotated around the center of a darkened disc-like craft. The witness estimated its height as some 300 to 600 feet above the ground (elevation/azimuth of  $15-20^{\circ}/115^{\circ}$  --near east-southeast).

Hoping the UFO might respond in some way to his presence, Randy reached into his car and flashed his headlights on and off a half dozen times. Suddenly the object tipped forward at a 45-degree angle so its top portion was visible and, still gyrating and spinning, moved toward the witness in this tilted attitude. It stopped at about a 50-degree elevation (but at the same actual height) above the road at the town line. This event "scared the hell out of me," according to Randy.

Immediately, the witness said he jumped back into his car and took off down the road toward Al's Motel about 1000 feet ahead on the left. (Apparently he passed under the object.) Pulling up in front of what he thought was the motel, Randy got out and knocked on one of the front doors in an effort to obtain more witnesses. The room inside was dimly lit, and a radio could be heard. But no one came to the door. (Actually, the place turned out to be Edward's Restaurant adjacent to the motel.)

Stepping back to his car, Randy said he looked up and discovered the UFO had returned to its original position almost above the restaurant. At this moment the observer spotted a white Ford station wagon parked in front of the motel. The male driver was preparing to change a tire while a woman companion waited in the front seat.

Randy dashed over to the station wagon and asked the man

to look and see if he was "seeing things." The driver crawled out of the back of the wagon and peered upward. According to Randy, the man exclaimed: "Oh, wow! I don't believe it! A flying saucer!"

Upon hearing this, the woman got out, looked up, and voiced similar surprise. Randy said the three of them watched the UFO for perhaps two minutes while it gyrated up and down at a tilt-angle somewhat less than before. During this time no sound was detected. Randy said the spinning window area completely encircled the craft and gave off a yellowish-white light which was bright but not enough to illuminate the ground. Although the edges of each window were indefinite, the observer felt the windows were squarish and arranged in a double row. No details or shapes were discernible behind them.

The top and bottom of the UFO were dimly visible against the night sky, and the witness said he could see that the top was shaped like an upside-down funnel, with three lights of different colors--red, orange, and green--at the apex. (He seems certain the lights were not the same color and thinks they were steady.) As the UFO gyrated, the bottom was exposed periodically, revealing what Randy perceived as a scooped-out circular area or depression.

Though he was uncertain about the object's size, the witness emphasized it must have been huge, perhaps 150 to 180 feet in diameter and 90 feet high. With its windows and conical top, Randy said the UFO resembled a "flying beautiful mansion." In fact, the craft was so big, bright, and low that the viewer said he could not understand why cars were moving by at normal speeds and not stopping. No physiological or electrical effects were noticed.

According to Randy, the other driver said: "Don't let it get away. I have to get more people." Very shortly after he ran into the motel--no more than half a minute--the UFO began moving away "as if somehow it knew more people were coming and didn't like this." Feeling he should not let the object out of his sight, Randy then ran toward his car, leaving the woman standing there (and unfortunately never getting the names of either witness).

On the way to his car, Randy passed another woman who was standing near the restaurant. He said he asked her if she saw the flying saucer. According to Randy, she glanced up and then looked back at him "as if I were nuts." He was not certain she saw the UFO. Indeed, only after getting into his car and pulling out of the parking lot did he discover that the object had crossed over the highway and was now proceeding northwestward along the left side of Route 114.

Randy asserted: "I did not want to lose the object and was driving like a madman (at estimated speeds up to 70 miles per hour), trying to get other cars' attention." As other motorists approached, he pointed at the UFO and honked his horn. The ob-



ject was now about twice as high in the sky, growing smaller, still noticeably spinning, and gradually veering away from the highway. As he passed a Texaco station on his left, Randy said the car in front of him turned into the station. The driver got out and pointed to the object to another occupant in the car. The witness said he also noticed two or three more vehicles, with a couple of passengers in each, had stopped along the right side of the road; the occupants were standing and looking at the object. Randy figured he saw at least seven persons in all observing the UFO along the road.

The prime witness continued following the object although its distance from him was increasing all the time. Six miles from the restaurant, he said he came upon a patrolman directing traffic at the Andover Mall near the I-495 intersection. Parking his car at the mall, he walked over to the officer and pointed out the dwindling UFO (elevation/azimuth of perhaps 5-6°/320-325°--near northwest). The officer was asked what he thought the object was, and he replied it was an airplane. Randy then asked him if he had seen it pass over a few minutes before. He had not. The witness then assured the policeman that he was not drunk, that he had been watching it for about 35 minutes, and proceeded to describe what he had seen at the motel. (Based upon estimated driving speeds and stops, I estimated a total observation time of 25 to 30 minutes at most.) The officer glanced at the disappearing object again and agreed it was rather strangely illuminated to be an ordinary aircraft. According to Randy, the patrolman then suggested the witness tell his story to the newspaper just back down the road (Lawrence Eagle-Tribune). When Randy looked up again, the UFO was gone, having vanished beyond the trees along the horizon.

Deciding not to visit the newspaper office, the observer said he telephoned both his cousin in Salem and his wife in Chelmsford and described what happened. He guessed the time was about 8:30 or 8:45 when he made these calls from the shopping mall. (Based upon Randy's estimate of the start of his observation and my estimate of its duration, the time of the calls could have been earlier.)

When Randy arrived at his cousin's house, he said he again recounted his sighting, apparently convincing his normally skeptical cousin that he was telling the truth.

Later that same night, from another friend's house in Marblehead, Randy said he called the Andover Police Department and inquired if anyone had reported a UFO. He was told no one had. The officer suggested he call another number, which he believes was the Andover State Police barracks. A spokesman there, asserts the witness, claimed that although no such reports had been received, he would be interested in hearing about Randy's sighting. Randy stated: "I told him all about it, and that was the end of it." It will be recalled that Ernie also allegedly called the same barracks that evening, with a similar response--no UFO reports received.

Randy told no one about the UFO encounter except his family and in-laws. Although his wife and his parents believed his story, he said his in-laws discounted the whole thing in such a way that he soon felt "uncomfortable" talking about the experience.

About a month or two after the sighting, the witness was on a job with Bromleys Security Services when he said he overheard Rick Romano and another guard talking about Rick's UFO sighting. Randy turned to Rick and declared: "Wait a minute! I can tell you exactly what you saw." Then he proceeded to describe a similar object, possibly seen the same night as Romano's UFO and in the same general area (about 10 miles apart). As reported under the Lowell sighting, each witness told a somewhat different version of the initial exchange between them.

At the time Randy was, and still is, employed as a security guard for Bromleys. He was acquainted with Rick for a couple of months prior to their sightings, having spoken to him briefly at two security jobs. Without knowledge of what Randy said, Rick confirmed this, stating he knew Randy, at most, a month and a half on the two jobs and agreed the conversations had been short ones. Randy claims he had no previous interest in the UFO subject.

#### THE INVESTIGATION

My investigation of both sightings proceeded as follows:

February 8, 1977--I conducted an interview with Richard Romano at my home. He presented me with a short typed report of his sighting and a drawing of the UFO he said he made the night of the observation. Another sketch of the object, this one drafted by John (Ernie's son) a few months after the sighting, was also submitted. When asked for the last names of the other three viewers in his car, Romano declined. He said the driver, Ernie, desired no further involvement for himself or his son. While Rick felt Ernie would not grant an interview, he was more optimistic that Randy would agree to one eventually.

February 14--I telephoned Raymond Fowler of Wenham, Director of Investigations for MUFON (Mutual UFO Network), to learn if his files might contain similar UFO sightings in the Lowell area on the date in question. The next day Fowler called back to report he had no unusual sightings filed for that period.

February 16--Although the unknown object's lighting characteristics and behavior ruled out a night advertising plane, nevertheless I felt it was important to completely eliminate the possibility. That meant checking all three firms which own such aircraft in eastern Massachusetts--especially National Aerial Advertising, Inc., based at Lawrence Municipal Airport in North Andover, not far from the area of the sightings.

My first calls went to Mr. Mansfield of National and to Sky-Ads. Mansfield said his Cessna was not up that night. A Beverly Airport spokesman told me the Sky-Ads Piper Tri-Pacer had been grounded for many months. A call to Sky-Ads' Burlington number

went unanswered. (On March 1, however, the third ad company confirmed the plane's grounding during the period in question.)

February 19--Rick Romano telephoned to say he had persuaded Randy to write a report on his sighting which would be delivered to me by a friend during the coming week.

March 1--In an effort to locate the owner of the third night ad plane, Eric Hanner (Hanner and Company), whose number was unpublished, I again called Beverly Airport and was told Hanner should be at Revere Aviation. I managed to contact him there. Hanner said although he never flies his Cessna in the Lowell area, he promised to check his log anyway. Calling back the next day, he reported he hadn't flown at all October 29.

(Mr. Hanner, incidentally, mentioned a strange sighting from his own aircraft that occurred over Connecticut some time ago. It involved two pulsating red lights that flew parallel with him for 20 to 30 seconds. In addition, he offered to allow me to photograph his plane both on the ground and in the air during a special staged night run.)

March 2--Randy's report, which was given to Rick, arrived by mail instead of by messenger. Enclosed with Randy's six-page handwritten account and drawing of the UFO was a note from Romano. It said Randy would at least allow me to telephone him at home. A Chelmsford telephone number was given.

About March 2 or 3--I called Rick to ask him to accompany me on a drive along his sighting route on the 6th. He agreed to do this.

March 4--I telephoned Randy for a similar meeting along his route. This was agreeable to him, especially since he didn't want me to interview him in the presence of others. He said relatives had accused him of seeing an airplane, and consequently he felt "uncomfortable" talking about his sighting. But he emphasized he knows what he saw, and it was no airplane. He said he would accompany me on a drive during the weekend of the 12th. I was to call back on the 9th to set up the precise time.

March 6--I drove Romano along his sighting route, checking mileage intervals at key points and making elevation/azimuth estimates. The witness said his companion, Ernie, would allow his full name to appear on this report (see "Names and Addresses of Principals") with the condition the name not be published. He also preferred not to consent to an interview with himself or his son. When Romano spoke to the other youth's father, the same stipulations were made: the use of his son's last name on the report was permitted but it must not be published, nor would an interview be granted. Much of the concern from both fathers apparently stemmed from the fear of involving teenaged sons in what might result in unfavorable publicity or ridicule.

After dropping Rick off at our starting point, I visited

each of the police stations Ernie and Randy said they had telephoned the night of their sightings. I was interested in seeing if their UFO reports were logged and whether any other calls were received the same night.

At the Lowell Police Department I was told to contact Sergeant Maher of the Records Bureau on Monday, and he could then check the radio log.

At Andover an officer inspected the logs on the spot but found no unusual sighting calls recorded on October 29. It is not at all surprising that Randy's call was not entered; he claimed his query was merely referred to another telephone number, the nearby State Police barracks.

The desk officer at the barracks told me last year's logs were locked up, and I should call a Sergeant Grillo on Monday.

My round-trip, five-hour journey on the 6th covered 111 miles.

March 9, 10, 11, 18, 23--After a series of calls to Randy and successive postponements of our first meeting (due to illness in his family and a death in my wife's family), we finally agreed to meet on the 26th.

March 11--I called the Andover barracks and spoke to Sergeant Grillo. He checked the log for October 29 and said no UFO reports were noted on that date. Both Ernie and Randy said they called the barracks the night of their sightings to learn if anyone had phoned in similar reports. The response was negative. Although Randy was asked to describe what he saw, it is quite possible his information was never recorded. It is assumed, of course, that both sightings occurred on the same date (if indeed they occurred at all).

I also got in touch with Sergeant Maher of the Lowell Police Department. He said he would check the logs and call back. However, he never did. (On March 24 I tried his office again. Although the sergeant wasn't available at the time, I was told he would call back. But he never responded.)

March 26--Randy accompanied me along his sighting route while I noted down mileage checkpoints and performed angular measurements of the UFO's estimated position. The observer still refused to give me his last name but said he would think about it and let me know his decision during the coming week.

My round-trip, another five-hour drive, covered 114 miles.

April 4--I telephoned both Randy and Rick to obtain answers to a few questions before drafting my final report. Randy still wanted another day to think about whether he should divulge his last name.

April 5--In order to help check out Randy's story, I called

Edward's Restaurant and spoke to the manager, Mr. Hajjar. I wanted to learn if the place was open the night of October 29, and if it was, whether the manager recalled anything unusual in the sky, electrical malfunctions, etc. However, Mr. Hajjar said he was not the owner last October, having purchased the restaurant in December from Arthur Greeke. I was given Mr. Greeke's home address and his business telephone, which I called. He wasn't in.

April 6--I tried Greeke's number again, and this time I spoke to him. He said the restaurant would have been open on a Friday night; he recalled no strange occurrences during the period. Although Greeke said he would check his books to be sure and call back, I never received a response. (I had the impression Greeke never treated my call seriously.)

April 21--Having not heard from Randy for more than two weeks, I decided to call him. He told me he had elected not to release his last name.

April 22--In a final effort to secure additional witnesses capable of corroborating Randy and Rick's sightings, I contacted both the Middleton and North Andover Police Departments as well as the Lawrence Eagle-Tribune, which is located on Route 114. Police spokesmen at both stations said they could find no UFO reports in their logs for October 29. On the other hand, my hopes were temporarily raised by the editor of the newspaper who thought he remembered doing a story on a UFO sighting around that time. He said he would check his files and call back the following week. He even appeared interested in publishing a story regarding my investigation.

April 29--Having received no telephone call from the Eagle-Tribune, I called again and was put in touch with reporter Steven Asher. He said he had checked Middleton and Lawrence town news for the period in question but uncovered no UFO reports. After I asked him about North Andover news, he promised to inspect the newspaper files again and then call back Monday (May 2).

May 2--Asher telephoned and told me he could find no UFO accounts for the time frame mentioned. He also explained that the editor's recollection of a UFO report was based upon an earlier published story in July. Asher followed up the editor's interest by asking to see my report on the case when completed and possibly even interviewing the witnesses. But I hedged on the request, explaining my promises to the observers that their sightings would not appear in the local press.

May 20--Having been unsuccessful twice before in getting the Lowell police to return my calls, I decided to try one more time. When I got through to Sergeant Maher, he said he recalled my request and thought he had called back. Although he also remembered finding no UFO calls on the radio-log transcript for October 29, Maher said he would recheck the records and contact me again the same morning. This time the officer did call back, with a negative confirmation. Maher pointed out that if anyone

(such as Ernie) merely queried about whether others had reported a UFO, there probably would be no written record of his call. According to Romano, Lowell police did tell Ernie that other callers phoned in sightings that night, but these reports were discounted as an aircraft (probably without a careful check). Thus, again it seems unlikely a record of these calls would exist.

#### EVALUATION

Because the two independent prime witnesses were acquainted with each other prior to their sightings and because this investigator was denied permission to interrogate three other identified witnesses, it became imperative to search for other independent observers who viewed the alleged UFO on October 29, 1976. Of the some 16 persons who were purportedly seen watching the object, at least 11 remain unknown and anonymous--mostly other motorists and their passengers.

Despite calls to four police departments and a newspaper, all located in the sighting area, no additional attestors to the reported object were uncovered. In view of my rather favorable impressions of Rick and Randy's stories, it is most unfortunate not a single solid confirmation of their accounts turned up.

The UFO possessed many of the typical features reported in the classic cases: domed disc with small lights on top, lighted ports or windows around the middle, rotation and oscillation, hovering, silent movement, and signal-and-response behavior. Owing to the proximity both in time and distance, it is probable the same UFO was observed in both instances. Slight differences in the object's description lend credence to the reports. For example, Rick's drawing of the UFO portrays a row of separate large circular windows, a second row of smaller lights, and three red lights atop tubular structures. Randy, on the other hand, visualized in his sketch a double row of squarish, side-by-side windows and three lights, each a different color, mounted on a small raised portion of the dome. (It is possible Randy might not have noticed the tubes, and therefore his mind filled in the space directly below the lights with a single extension of the dome.) A third sketch, allegedly drawn by Ernie's son, is somewhat similar to Rick's.

During initial stages of the investigation, night advertising aircraft were eliminated from contention because (1) none of the three aircraft flying in eastern Massachusetts were in the air on the date of the sightings, and (2) the object bore no resemblance, either in shape, lighting characteristics or behavior, to conventional aircraft. For the same reason as #2, helicopters, blimps, and balloons were ruled out.

Although astronomical bodies obviously were not involved, I checked out the positions of bright planets and the moon anyway.

Jupiter was the only naked-eye planet in the sky at the time, low in the east shining at magnitude -2.4 (it was near opposition to the sun and at maximum brightness). The first-quarter moon (at 8 p.m. EDT) also would have been visible at an elevation/true azimuth of 32°/200°(south-southwest).

What arguments support the hoax hypothesis?

(1.) Although their sightings were made independently, Rick and Randy happened to have known each other, though apparently not closely, for a few months before their UFO encounter. The question is what are the odds two witnesses to a UFO event 10 miles apart would know each other?

(2.) Despite the fact a total of at least 16 witnesses were claimed in the double sighting, I was able to locate only two persons, Rick and Randy, who permitted interviews. The others were either anonymous drivers (and an unidentified patrolman) or alleged occupants of the Romano car. According to Rick, the latter group did not wish further involvement or publicity. Ernie, it was said, was especially adamant about refusing an interview. Romano finally produced Ernie's last name with the condition the name not be published. Rick also passed along the information that neither Ernie nor Dennis's father would grant interviews with their sons due to fear of negative publicity or ridicule. Finally, although Randy talked with me with some reluctance, even he refused to reveal his last name and his street address. In addition, the restrictions imposed by the witnesses presumably meant there was no way I could discuss the case with other family members, relatives, or friends.

(3.) Police stations in four towns surrounding the sighting area did not record either telephone calls from Ernie or Randy or from others who might have corroborated the UFO. The Lawrence newspaper, located right on the road where Randy said he counted at least 10 witnesses, failed to produce a single UFO report for October 29.

(4.) A white Ford station wagon was mentioned by both Rick and Randy in each sighting (one reportedly had a lone occupant and the other, two). Was this reference to the same make and model vehicle merely a coincidence, or a tiny slip by one of the fabricators in going over their story together?

Countering these arguments is my own favorable subjective impressions of Rick and Randy's testimony after interrogating them separately for hours and taking them along their sighting routes. I was struck with what appeared to be a sincere desire on the part of both individuals to cooperate and be helpful but without forcing details on me or overstating their descriptions. At the same time each projected a genuine sense of awe and bewilderment about their experiences. While their claimed close encounters certainly represent significant episodes, a hoax usually takes a much more sensational turn--a landing, entities, abduction, etc.--and, moreover, a motive for a false story could

never be established. If both witnesses had described the object in exactly the same way without allowance for differences in normal individual perception, distance and angle of the object, etc., I would have been much more inclined to suspect their stories were the result of collusion. But instead those variations exist as mentioned above.

The experiences probably would never have become known if Rick hadn't called the planetarium about joining a UFO group. Almost reluctantly, he alluded to the sightings he had kept quiet for nearly three months. While Rick had some previous knowledge of UFOs through reading books, Randy said he had no prior interest in the topic.

The fear of ridicule could just as well explain the lack of police reports received on the night of October 29. In addition, the attitudes and judgments of the desk officer on duty have a lot to do with whether a call is considered important enough to record. If the caller only asks whether anyone else has seen a UFO, his own call most likely will not be noted down. This may have happened to Ernie and Randy's calls. Nevertheless, even one more independent witness would have strengthened the case immensely.

The refusal to grant interviews by eyewitnesses to legitimate UFO events is, unfortunately, an all too common occurrence. The fear of unfavorable publicity and the shock to one's own beliefs are understandable reactions and very real concerns to persons who see UFOs. How can a UFO viewer--especially one who has encountered a strange object at close range--expect anyone else to accept what is difficult for the eyewitness himself to affirm? After applying gentle pressure, about all the honest investigator can do is to respect the witness's decision, whatever it might be. Denial of interviews or the use of full names does not necessarily imply a coverup or wrongdoing. I felt it was particularly difficult for Randy to decide not to release his full identity. He hinted that his decision was based partly upon his sensitive work as a security guard and that publicity of this sort might make it hard for him to keep his job or to get another one in the same field.

I believe the Lowell-North Andover/Middleton UFO encounter should be classified as a low-weight unknown. A hoax seems unlikely to me despite the lack of additional identifiable witnesses. If one had unlimited time and resources, it might eventually be possible to unearth more observers of this UFO and thereby elevate the rating of this case. Owing to the time already expended on the incident and to the distance from the investigator's house, I regret I cannot pursue it any further.

(For the first time, I determined the cost of one of my UFO investigations. Expenses totaled about \$21, which included \$15 for long-distance telephone calls and about \$6 for gas. Fortunately, 18 of the 29 calls were made on a WATS line. Of course, this does not take into account the time involved in interviewing, traveling along the sighting routes [two round-trips totaled 10



hours and 225 miles], visiting police stations, and preparing this report.)

NAMES AND ADDRESSES OF PRINCIPALS

NOTE: MR. ROBICHEAU'S LAST NAME AND DENNIS SARGENT'S LAST NAME ARE TO BE KEPT CONFIDENTIAL AND ARE NOT TO BE PUBLISHED!

Richard P. Romano, aged 23, 6 McDonald Road, Wilmington, Massachusetts 01887. 617-658-8169.

George ("Ernie") Robicheau, aged 45. Same address.

John Robicheau, aged 14. Same address.

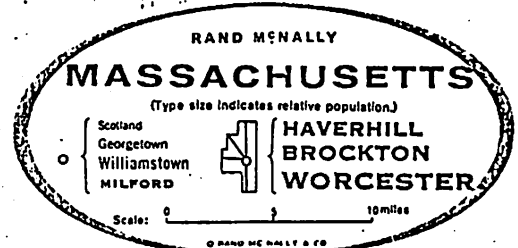
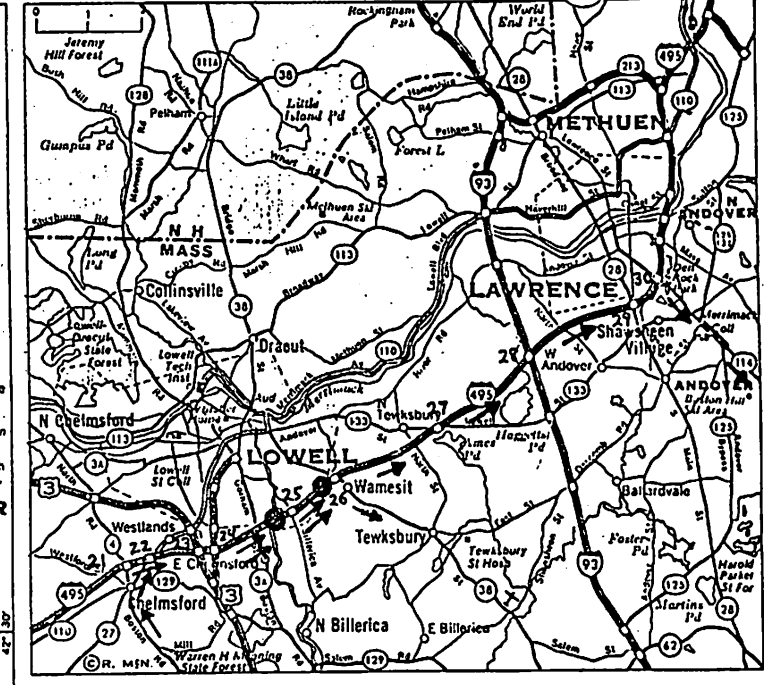
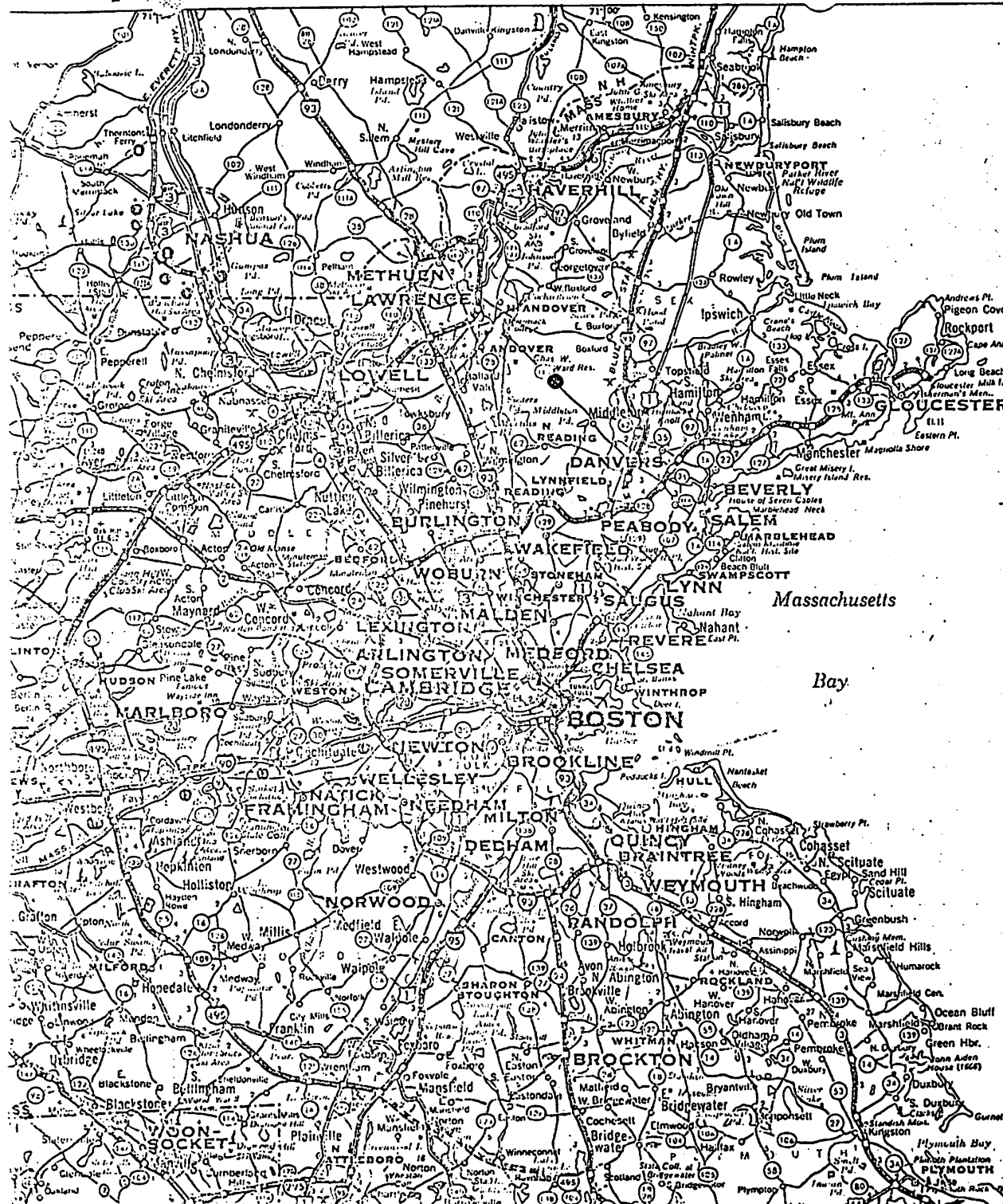
Dennis Sargent, aged 14, Roberts Street, Chelmsford, Massachusetts 01824.

Randy \_\_\_\_\_, aged 23, Chelmsford, Massachusetts 01824. 617-256-5845.

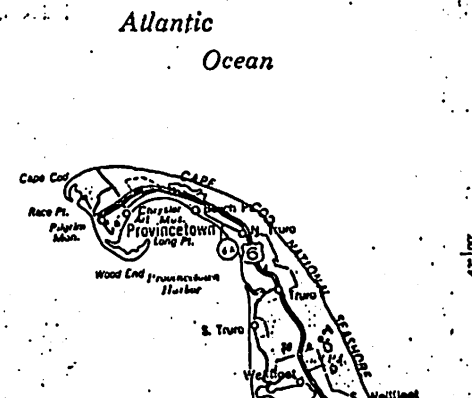
*Walter N. Webb*

Walter N. Webb  
APRO Consultant  
6/5/77

THE FOLLOWING THREE PAGES CONTAIN MAPS OF THE SIGHTING ROUTES. THE EASTERN MASSACHUSETTS MAP NOTES BOTH CLOSE ENCOUNTER SITES (RED DOTS) AND INCLUDES AN INSET SHOWING THE ROUTES TRAVELED (RICK--BLACK ARROWS, RANDY--RED ARROWS) AND LOCATIONS OF LOWELL FIRST SIGHTING AND CLOSE ENCOUNTER (RED DOTS). MAP IS FROM RAND McNALLY ROAD ATLAS (1975). NOTED ON THE REMAINING TWO MAPS ARE THE ROUTES OF EACH WITNESS (BLACK ARROWS), KEY POINTS (CIRCLES) ALONG THE ROUTES, AND TRUE BEARINGS TO THE OBJECT (RED ARROWS). THESE TWO MAPS ARE FROM THE UNIVERSAL ATLAS OF METROPOLITAN BOSTON AND EASTERN MASSACHUSETTS, UNIVERSAL PUBLISHING COMPANY, BOSTON (1973).

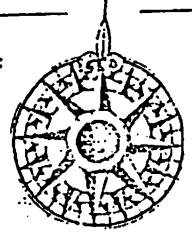


- MASSACHUSETTS TURNPIKE**  
 Total Distance 122 Miles  
 Passenger Car Toll \$2.75
1. West Stockbridge—Mass. 41
  2. Lee—U.S. 20
  3. Westfield—U.S. 202 & Mass. 10
  4. West Springfield—U.S. 5
  5. Chicopee—Mass. 33
  6. Springfield—Dunnet Rd.
  7. Ludlow—Mass. 91
  8. Palmer—Mass. 32
  9. Sturbridge—U.S. 20 & Mass. 12
  10. Auburn—Int. 202 & Mass. 10
  11. Millisburg—Mass. 122
  - 11A. Hopkinton—Int. 495
  12. Framingham—Mass. 8
  13. Natick—Mass. 30
  14. Weston—Mass. 128
- BOSTON EXTENSION**  
 11 Miles—Toll 55 cents





N



Exit 27

Exit 26

Car Stops; Close Encounter  
 Universal Publishing Co.

Sighting Begins

THE LOWELL SIGHTING

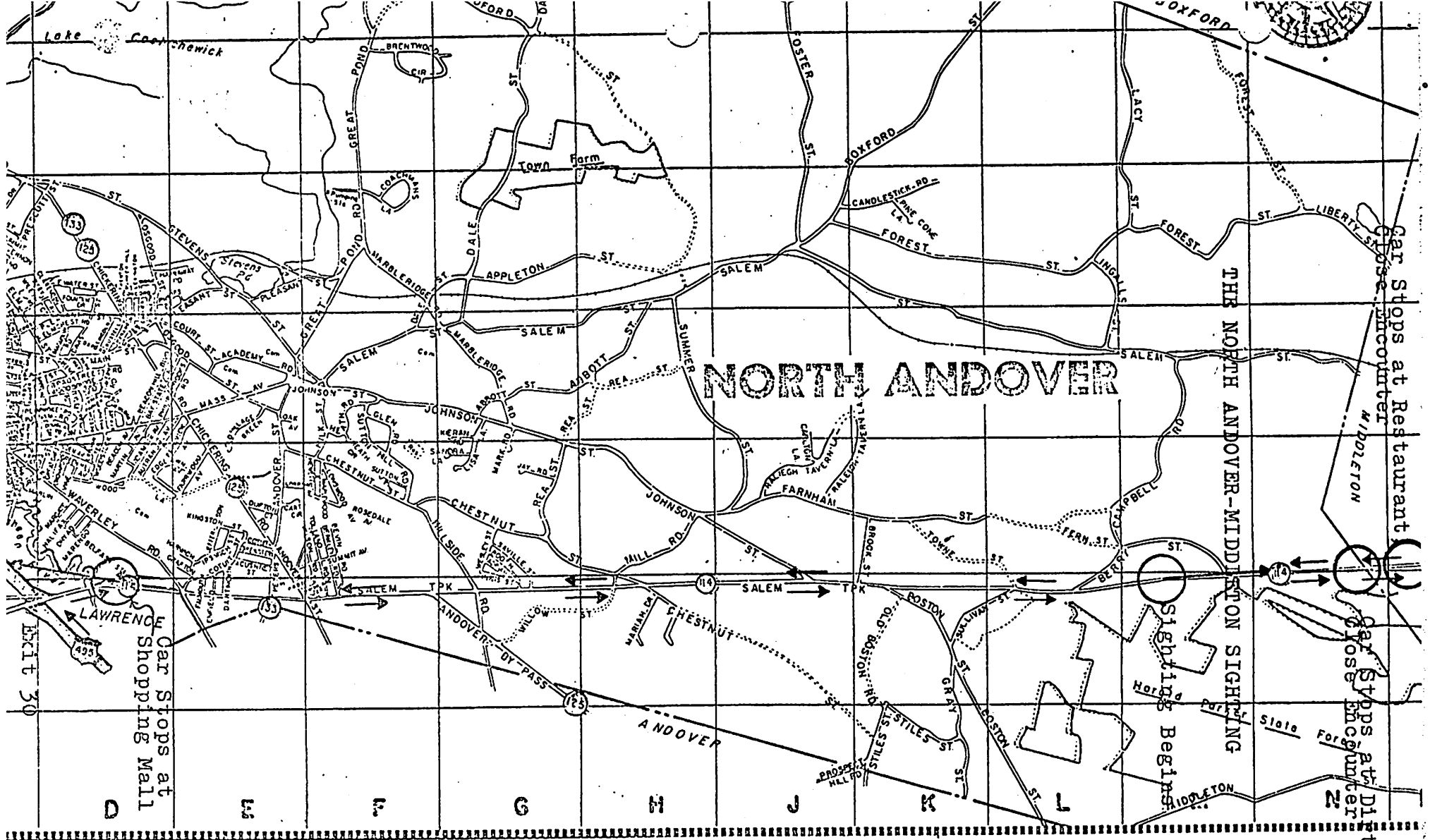
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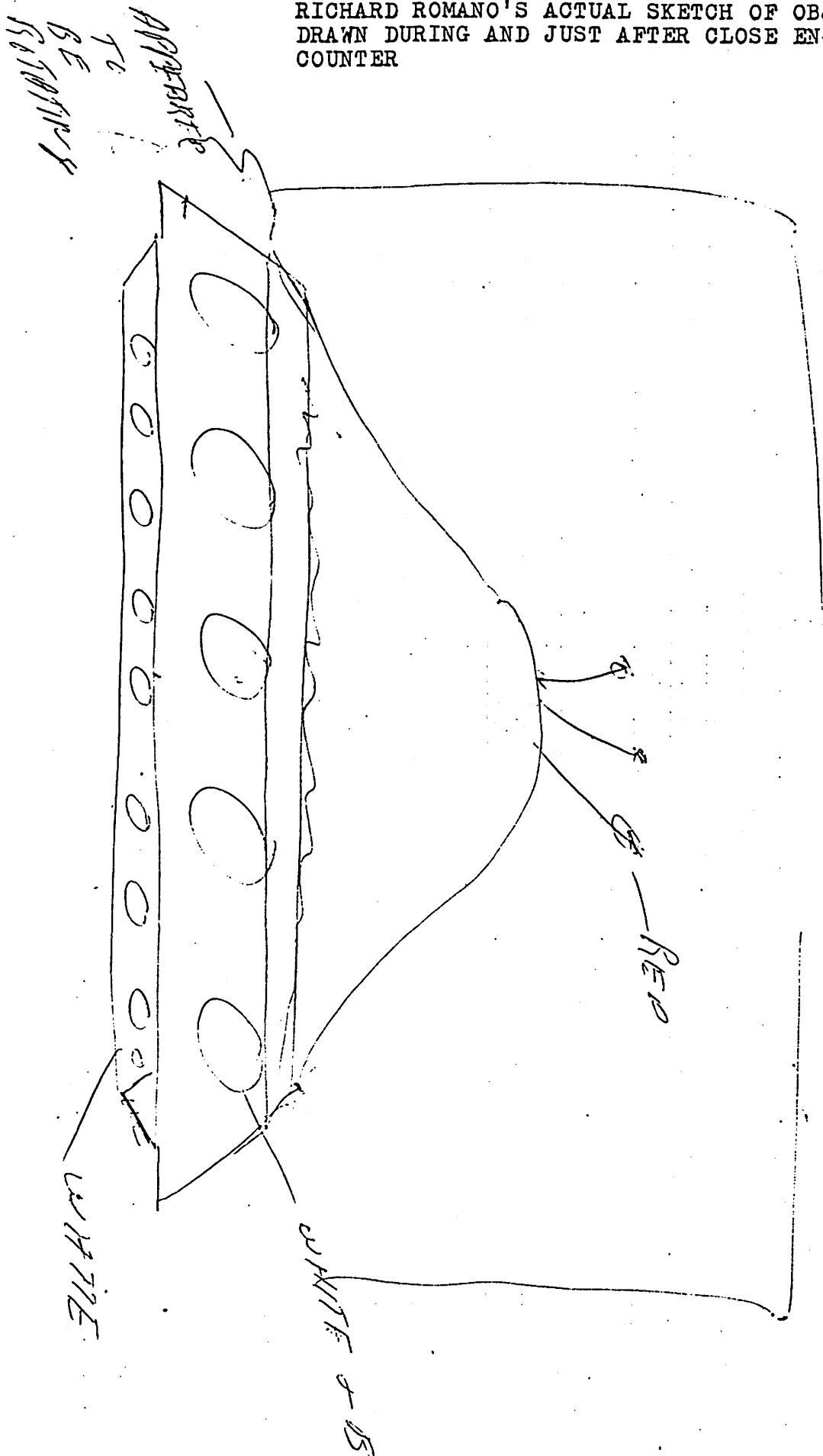
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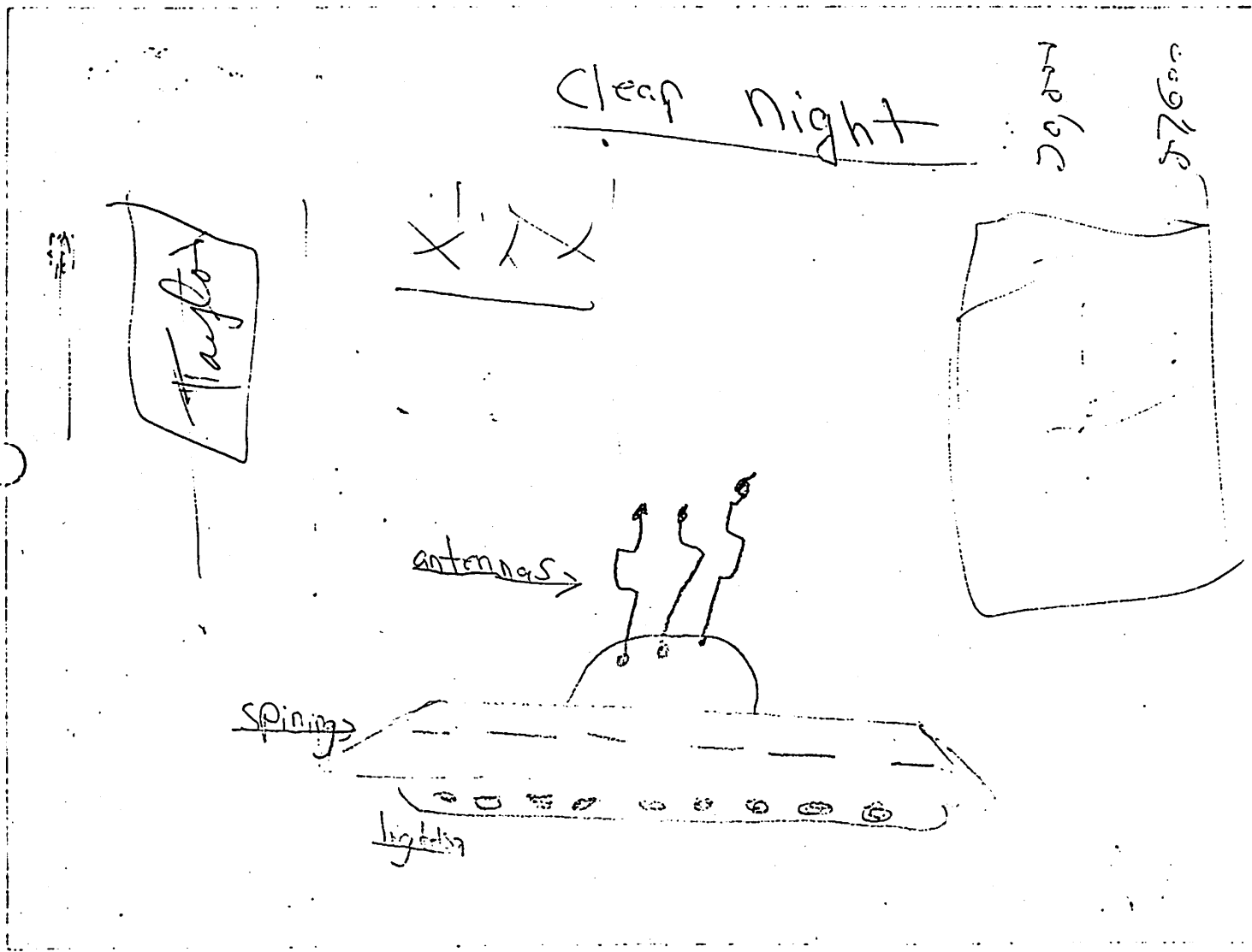
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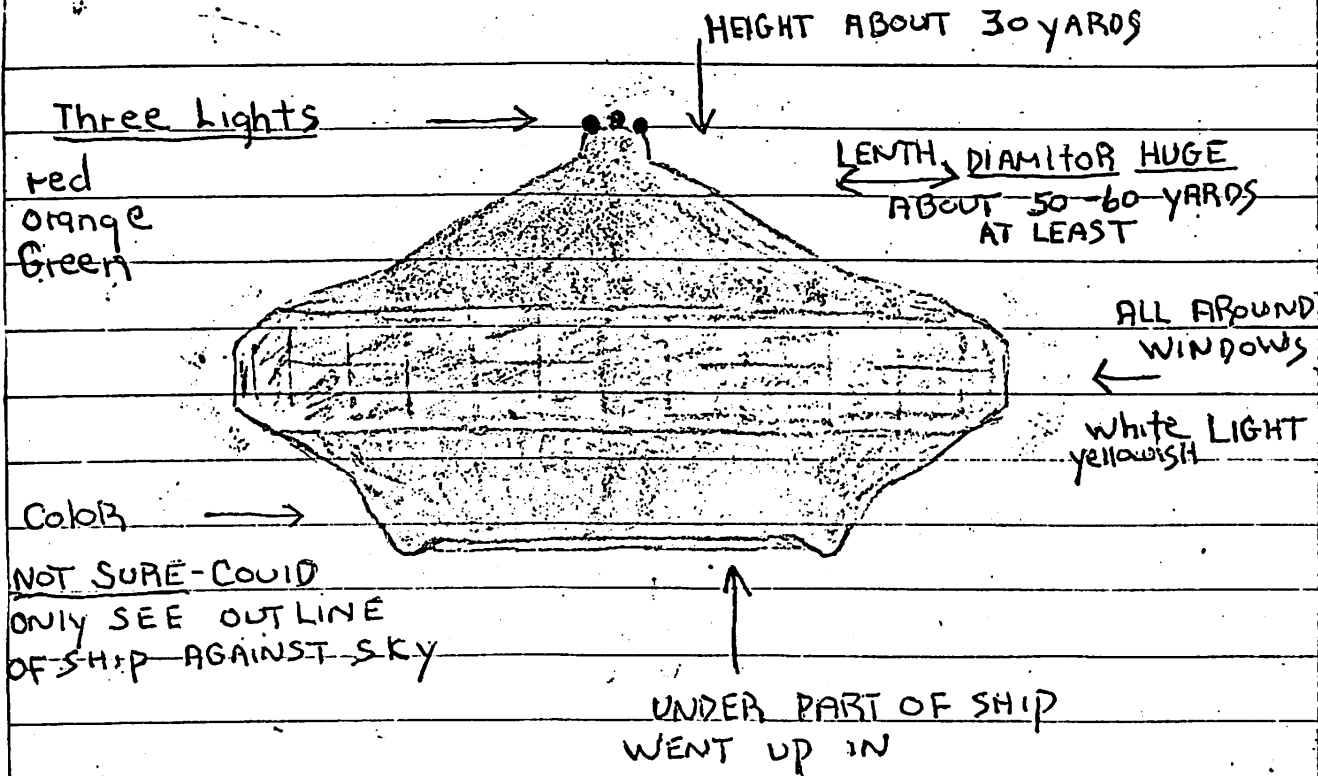
RICHARD ROMANO'S ACTUAL SKETCH OF OBJECT  
DRAWN DURING AND JUST AFTER CLOSE EN-  
COUNTER



JOHN'S ACTUAL SKETCH OF OBJECT DRAWN A FEW MONTHS  
AFTER CLOSE ENCOUNTER



RANDY'S ACTUAL SKETCH OF OBJECT DRAWN FOUR MONTHS  
AFTER CLOSE ENCOUNTER



- This Ship was Spinning, and the Out-  
line of it quite clear, against the Sky.  
IT was almost always tilting back  
and forth, and staying up on its side  
for a second or so.  
IT made no noise that I could hear.  
The only way I can describe it is like  
a flying Beautiful Mansion.





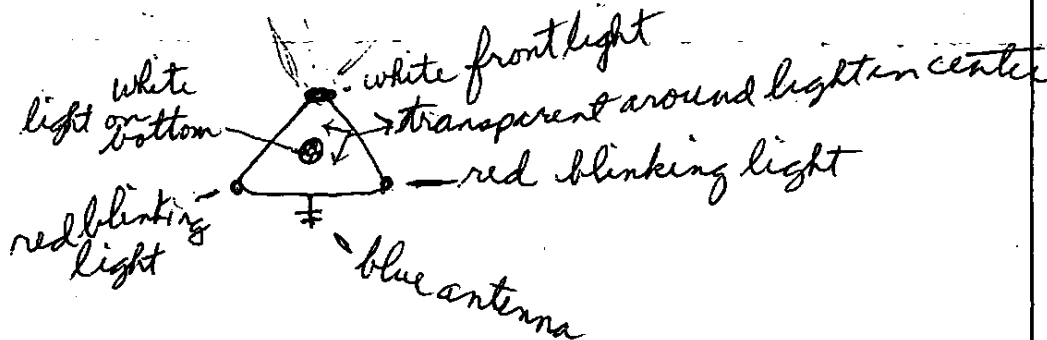
TX  
US 1128-1976-0001

UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Mrs. Jean Fuller  
STREET ADDRESS: 1327 Hawthorne PHONE: A/c 214 1593-1933  
TOWN/CITY: Syler STATE: Tex ZIP CODE: 75702 COUNTRY: Smith

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

U.S.A.  
COUNTRY

Syler  
CITY/TOWN

TEXAS  
STATE/PROVINCE

Syler  
CITY/TOWN

SIGHTING TIME

8:00 PM AM ( ) ZONE: ( )  
DURATION: SEC ( ) MIN 3 HRS ( )

DATE OF SIGHTING

28 Nov. 1976  
DAY MONTH YEAR

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

① We were about 8 to 12 miles out of Syler, we were coming home from a craft show in Dallas.

② There were no street lights (it was a rural ~~area~~ area). We saw a white light hovering over some trees.

③ a water tower light

④ We were trying to figure it out, then your mind just comes to the end of its tape & you go into shock and then your just scared to death and want some answers.

⑤ It had a <sup>big</sup> white light on the front, then when it started to move the two red blinking lights started

(Continue narrative on reverse side)

(Handwritten initials)

blinking on & off. It floated down the highway about 5 M.P.H. towards us. We stopped the truck and it hovered over to the left of us then moved sideways and came directly over our truck about 10 to 15 ~~feet~~ feet above us. It had a white flashing light on the bottom and a blue hazy antenna out the back. The area around the white light in the middle was transparent, we saw the stars thru it. We drove off & we were too scared to see if it was behind us.

---

⑥ We lost sight of the object when we drove off after it went over our truck. My husband took two more friends out to the location after he took me home & saw it again. So there were four witnesses.

---



FOR MUFON USE

TEMPERATURE: freezing

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: 5-10 mph

VISIBILITY: good

CEILING: \_\_\_\_\_

EDUCATION: Brazosport High School

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: good COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: good ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: good DURING SIGHTING? good AFTER? good

WITNESS' NAME: Kathy McBurnett AGE: 30

STREET: Rt 9 Box 198

TOWN/CITY: Dyer, Tx PHONE: 593-3012

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_

OCCUPATION: PBX operator

EMPLOYED BY: Mother Francis Hosp.  
(Switchboard)

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS( ) CAR(✓) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER windshield

AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL(✓) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )

AREA/TERRAIN: FIELDS(✓) WOODS(✓) HILLS(✓) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT(✓) 3 mile high POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN: east LAST SEEN IN: last IT MOVED FROM e TO w

UFO ELEVATION: ( FIRST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(✓) OTHER \_\_\_\_\_

UFO DISTANCE: WHEN CLOSEST TO ME: 1075' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND: 20'

UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_

BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (✓) NUMBER OF 1 SHAPE OF triangle COLOR(s) transparent  
( A LIGHT (✓) NUMBER OF 3 SHAPE OF round COLOR(s) white/red

DESCRIBE: SOUND none SMELL none SPEED 5mph

REAL SIZE: ( LARGER( ) SMALLER( ) SAME SIZE( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL( ) COMPACT CAR( ) STANDARD CAR(✓) HOUSE( ) OTHER \_\_\_\_\_

APPARENT SIZE: ( HOW MANY TIMES LARGER( ) OR SMALLER( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR) 2 TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR( ) THE MOON( ) OR A landing LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(s) OR LIGHT(s): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (✓) HOVER? (✓) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? ( ) DESCEND? (✓) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? (✓)

ABSORB OBJECT(s)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(s)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? (✓) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? (✓)

HOW MANY OTHER WITNESSES? 1 DID ANY OTHER AGENCY CONTACT YOU? yes APPRO Kathy McBurnett

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 15-1-80

DAY MONTH YEAR

# Herman



©1960 Universal City Studios  
"Don't forget to put his watch ahead two hours. We forgot that last time."

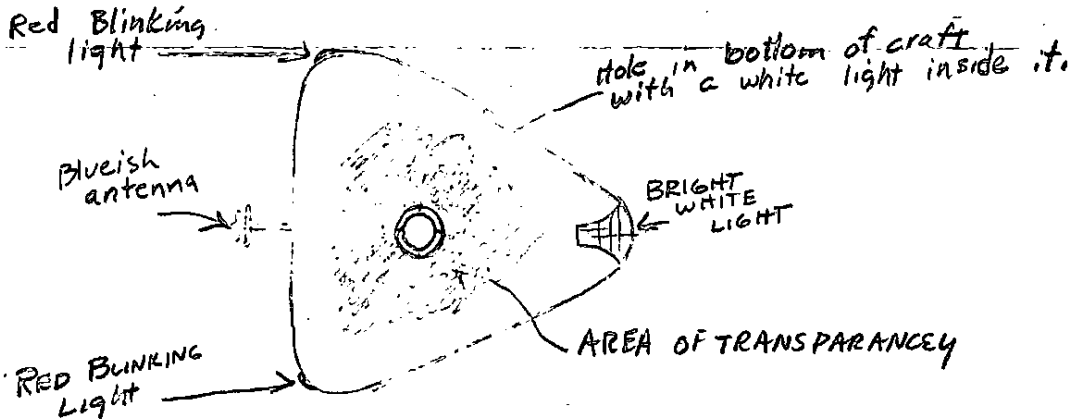


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Mrs Jean Fuller  
 STREET ADDRESS: 1327 Hawthorne PHONE: A/C 593-1933  
 TOWN/CITY: Tyler, Tex. STATE: \_\_\_\_\_ ZIP CODE: 75702 COUNTRY: Smith

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

STATE/PROVINCE: TEXAS  
 CITY/TOWN: TYLER  
 COUNTRY: U.S.

SIGHTING TIME

DATE OF SIGHTING: 8 PM 15 MIN  
 ZONE: ( )  
 HRS: ( )

DATE OF SIGHTING

DAY: 23 MONTH: NOV. YEAR: 1976

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

MY WIFE & I WERE RETURNING TO TYLER ON HWY 64. ABOUT 8 MILES OUTSIDE THE CITY WE NOTICED A BRIGHT LIGHT ABOUT A MILE OR TWO DOWN THE ROAD, THE LIGHT WAS OFF TO THE LEFT OF THE ROAD AND ABOUT TREETOP LEVEL. AS WE APPROACHED THE LIGHT IT MOVED OUT OVER THE ROAD AND STOPPED. WHEN WE FIRST NOTICED IT WE THOUGHT IT MIGHT BE A BRIGHT STREET OR HOUSE LIGHT, THEN AFTER IT MOVED WE THOUGHT IT MIGHT BE A PLANE WITH ITS LANDING LIGHT ON. BUT AFTER IT STOPPED AND HOVERED OVER THE ROAD WE HAD NO IDEA WHAT IT WAS. I SLOWED THE TRUCK DOWN AS WE NEARED IT AND CAME TO A STOP IN THE ROAD AND ROLLED DOWN MY WINDOW STUCK MY HEAD

(Continue narrative on reverse side)

OUT AND SAW THIS TRIANGULAR OBJECT HOVERING JUST TO THE LEFT OF US ABOUT 20 TO 30 FEET OFF THE GROUND. IT HAD A WHITE LIGHT ON THE FRONT OF IT AND 2 SMALLER RED BLINKING LIGHTS ON EITHER END. THE OBJECT WAS NOT MAKING ANY SOUND. IT HAD A HOLE IN THE CENTER OF THE BOTTOM WHICH HAD A WHITE LIGHT UP INSIDE OF IT THAT WOULD BLINK ON AND OFF ABOUT EVERY 2 SECONDS. THE SIDES CURVED UP AND IT LOOKED TO BE A GREY OR METALLIC MATERIAL. AT THIS POINT I SAID ITS A UFO. AND KATHY SAID THE SAME THING & LETS GET OUT OF HERE. BEFORE I COULD PUT THE TRUCK BACK IN FIRST AND TAKE OFF THE OBJECT MOVED OVER THE TRUCK AND WE BOTH

~~WATCHED AS IT PASSED OVER US. IT WAS AT LEAST AS BIG AS THE TRUCK AND AS IT PASSED OVER WE COULD SEE THE OUTLINE OF IT BUT THE AREA RIGHT AROUND THE HOLE WAS TRANSPARENT AND YOU COULD SEE THE STARS THROUGH IT. WE WERE VERY FRIGHTENED AS WE LEFT AND DROVE BACK TO TYLER. WE DIDN'T LOOK BACK. WHEN WE GOT TO TYLER I WENT TO MY BROTHERS HOUSE & TOLD HIM WHAT HAD HAPPENED. WE PUT OIL IN MY TRUCK AND WENT BACK OUT THE HWY. WE PASSED THE SPOT WHERE WE FIRST SAW IT AND DIDN'T SEE ANYTHING. SO WE TURNED AROUND AND HEADED BACK TO TYLER.~~

AS WE WERE GOING BACK A WHITE LIGHT CAME OUT OF THE TREES TO THE RIGHT OF THE ROAD AGAIN ABOUT A MILE DOWN THE ROAD. I TOLD MY BROTHER (MARK) AND FRIEND (RANDY BAKER) THAT WAS IT. AT FIRST THEY DIDN'T BELIEVE ME BUT WHEN IT STOPPED OVER THE ROAD AND BEGAN COMING DOWN THE HWY AT US, THEY DID. RANDY WAS SCARED AND WAS PRAYING AND HOUSERING NOT TO STOP. I DID SLOW DOWN AND IT CAME OVER THE TRUCK AGAIN ABOUT 20 FEET ABOVE US. WE ALL THREE SAW THE SAME TRIANGULAR OBJECT. THIS TIME WE STOPPED AND GOT OUT OF THE TRUCK AND WATCHED AS THE OBJECT MOVED OVER A FIELD ABOUT 100-150 YRDS. AWAY. I TURNED THE TRUCK AROUND IN THE ROAD AND POINTED MY HEADLIGHTS AT IT AND FLASHED MY LIGHTS ON AND OFF TRYING TO MAKE CONTACT WITH IT. ABOUT THIS TIME ANOTHER CAR CAME OVER THE HILL AND WE TRIED TO WAVE IT DOWN BUT IT WOULDN'T STOP. THEN AS THIS OTHER CAR WENT BY THE OBJECT BEGAN TO MOVE & ~~DOWN~~ PARALLEL WITH THE HWY. WE CHASED IT ABOUT 5000 MILES BUT FINALLY IT MOVED OUT OF SIGHT.



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 17 yrs. - Syes. College

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: DAVID MCBURNETT AGE: 32

STREET: RT 9 BOX 198

TOWN/CITY: TYLER PHONE: 593-3012

PROVINCE: \_\_\_\_\_ COUNTRY: US

OCCUPATION: CARPENTER - ARTIST

EMPLOYED BY: \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER TRUCK

VIEWED THROUGH: (GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
(MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER NAKED EYE)

AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL(✓) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )

AREA/TERRAIN: FIELDS(✓) WOODS(✓) HILLS(✓) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT(✓) POWERLINES(✓) POWER STATION( ) RAILROAD TRACKS( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN EAST LAST SEEN IN WEST IT MOVED FROM EAST TO WEST

UFO ELEVATION: (FIRST SEEN - 1/4(~~TRREETOP LEVEL~~) 1/2(~~TRREETOP LEVEL~~) 3/4(~~TRREETOP LEVEL~~) OF THE WAY UP HORIZON; OVERHEAD(✓) OTHER \_\_\_\_\_  
(LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD(✓) OTHER \_\_\_\_\_)

UFO DISTANCE: WHEN CLOSEST TO ME 15-20 ft. UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 20ft.

UFO PASSED: (IN-FRONT-OF TREES WHICH WAS 50 ft IN DISTANCE FROM THE WITNESS  
(BEHIND TREES WHICH WAS 1 MILE IN DISTANCE FROM THE WITNESS)

ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_

BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

DIDNT SEE ANYTHING ELSE

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT(✓) NUMBER OF 1 SHAPE OF TRIANGULAR COLOR(S) ORLY  
(A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_)

DESCRIBE: SOUND NO SOUND SMELL NO SMELL SPEED SLOW

REAL SIZE: (LARGER(✓) SMALLER( ) SAME SIZE( ) AS THE OBJECT LISTED BELOW  
(BASKETBALL( ) COMPACT CAR( ) STANDARD CAR(✓) HOUSE( ) OTHER \_\_\_\_\_)

APPARENT SIZE: (HOW MANY TIMES LARGER( ) OR SMALLER( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
(15 TO 20 FT IN DIAMETER TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON  
(A AIRPLANE LANDING LIGHT LIGHT IF PLACED AT SAME DISTANCE AWAY

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A \_\_\_\_\_ LIGHT

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (✓)	HOVER? (✓)	AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( )	DESCEND? (✓)	AFFECT ELECTRICITY? (✓)	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? (✓)	AFFECT MAGNETISM? ( )	BLINK? (✓)
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( )	PULSATE? ( )
EJECT OBJECT(S)? ( )	OVER A BUILDING? ( )	AFFECT ENGINE? ( )	APPEAR SOLID? (✓)
CHANGE SHAPE? ( )	LAND ON GROUND? ( )	AFFECT VEHICLE? (✓)	HAVE FUZZY EDGES? ( )
CAST SHADOW? ( )	LAND IN WATER? ( )	AFFECT ANIMAL? ( )	HAVE OUTLINE? (✓)
CAST LIGHT? ( )	CARRY OCCUPANTS? ( )	AFFECT HUMAN? (✓)	WOBBLE? ( )
REFLECT LIGHT? ( )	COMMUNICATE? ( )	AFFECT WATER? ( )	VIBRATE? ( )
LEAVE A TRAIL? ( )	GIVE OFF HEAT? ( )	AFFECT GROUND? ( )	GLOW? ( )
DISINTEGRATE? ( )	LEAVE RESIDUE? ( )	AFFECT VEGETATION? ( )	APPEAR TRANSPARENT? (✓)

HOW MANY OTHER WITNESSES? 4 DID ANY OTHER AGENCY CONTACT YOU? YES

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

David H. McBurnett  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 30 APRIL 1980  
DAY MONTH YEAR

Sept. 16, 1980

Dear Walter,

I had hoped to be able to enclose the report of David McBurnett's brother Mark along with these of Kathy and David. However, brother Mark although he confirmed the sighting was most reluctant to be interviewed or bothered in any way about what happened. He is very religious and considers UFOs irrelevant compared with the Rapture which he believes will take place before the end of the century, if not pretty soon. This was what he told me over the phone. I did make an appointment but I could not get hold of him to confirm it. Prehaps he will change his mind someday.

So I took the enclosed forms to the library and had them zeroxed in case they went astray in the mail. I hope you enjoyed the tapes I gave you.

I enjoyed the symposium very much. It was a delightful and very interesting coming together. I am looking forward to next year's. Boston, isn't it?

Someday I hope to finish my reports on all these 1970 cases in Tyler - before I'm eligible for Medicaid at least. I had a good and very interesting interview with Joan Halmark and her husband ( she's our local talk show hostess who interviewed me re: UFOs). I have a dandy recording but as yet no sighting forms returned. People sure hate paperwork!

Yours truly,  
Jean



Jan. 13, 1980

Dear Walter,

Enclosed find local publicity on sightings and MUFON. I was real pleased with it. Somehow Cates has come across as a "college student", which seems to be a confusion of his case and my 1977 report on a different person, but I didn't catch it when she gave me a resume of the story before publication. However, I think one or two things were changed by the printer - you know how it goes - so that probably explains it. Incidentally, this was on the front page (not the headlines!), which suprised me pleasantly. Pat Record is very nice, and I was proud of the local paper. After all, they sat on this story for one month (I mean the original story I sent to you) before printing it.

D I don't know how many local sightings this will smoke out, but at least one has come to my attention already. This morning a man called me to ask if I had any reports of "something funny" in the sky during Oct. of 1978. I told him I had a report from Nov. 2, 1978, and he said his could have been on that date - last of Oct. or first part of Nov. - and then he proceeded to describe an object seen over his house - some 200 feet in the sky - saucer-shaped, with 5 multicolored lights around it. The thing hovered there several hours, and he left before it did. It would disappear whenever a plane flew nearby, reappear ~~lat-~~ afterwards. It went up and down and back and forth. Now some might think this was a mistaken observation of a heavenly body - but the date coincides so closely with the Atwood sighting I sent you last year, and the description is so similar, that I think I may have a confirmatory sighting here. Especially since the A. object was seen in that same direction, but appeared low on the horizon to her, while to this person, who was close to it, it appeared over his house. I also talked to his 11-year son, who saw it too. This man, however, is so afraid of publicity that he won't give me his name. ~~We~~ We have an appointment for him to come to my house for an interview Tues, afternoon, and I hope he doesn't get cold feet. He will not give me his name even then, but prehaps he may change his mind and let us have it for the records at least. Since the Atwood sighting received no publicity I thought this was pretty

good luck.

I am going to try to get an appointment to see the McBurnett's again and pick up their forms, maybe interview the brother at the same time, or later, depending how it works out. I'm keeping ahold of the tapes, which seem to have a personality of their own. I had to spend an hour down at the Melody Shop while the lady who repairs this sort of thing unwound and rewound it repeatedly trying to find the loop that was messing things up. Finally she gave it one more try before deciding to cut it and splice it back together straight, so she wound it up again, looked at it, and it had straightened itself out! It has now been rewound on a different cassette, and will I hope behave itself in the future.

I hope you have received the clippings and the zeroxed copies of the ~~the~~ case of the disappearing family I sent you. If you don't let me know. Incidentally, if you ever send me anything in the mail I should respond to and I don't within a reasonable time to get in touch with me about it. I probably have mentioned this to you before, but someone at the postal service - whether at the office or on the delivery route I don't know - likes to swipe my UFO material once in awhile. And though I haven't had any recent episodes it once was a real problem with some CUFOS publications I ordered, and I think it's worth calling to your attention.

Well, I'll probably be have more news later this week. I'll be looking forward to hearing from you. Wish me luck.

Your Faithful Investigator,  
Jean Fuller

## UFO (Continued from page one)

with it because of a change in plans.

"You hear some fantastic stories in regressive hypnosis," said Mrs. Fuller. "But you must always ask yourself how much is real, how much is true and not just filled in because the person is trying to please the hypnotist."

She said the hypnotist must also be careful not to ask leading questions.

"If nothing happened, then we want them to say nothing happened," Mrs. Fuller said.

The McBurnetts told a Aerial Phenomena Research Organization field investigator three weeks after the reported sighting that the object they saw was triangular in shape and transparent through the middle with a white light and two red lights blinking on either of its sides.

Aerial Phenomena Research Organization was founded in 1952 and is staffed with scientific consultants with representatives located in 51 countries.

The couple was returning from a craft show in Dallas when they said they saw the object on Highway 64, about eight miles west of Tyler.

The two said they didn't notice a time loss on their watches, but felt regressive hypnosis might unlock subconscious information which would explain if they had been taken onto the object.

Another supposed abduction case in the Tyler area, Mrs. Fuller said, occurred Jan. 24, 1979, when a young college student reported being blinded by a green light from two ships and blacking out for five hours.

Although Mrs. Fuller said she could not reveal the student's name, she said doctors and MUFON investigators discovered a red diamond on the young man's chest and puncture wounds in his calves.

Mrs. Fuller said the red diamond on the boy's chest was still visible two months after the incident reportedly took place.

An article appearing in a national publication quoted Dr. Richard Niemtzov, the

physician who allegedly examined the student, as saying, "Medically, I can offer no explanation as to the cause. The holes were about the size of those caused by a hypodermic needle but any mark made by a needle would have disappeared within a month."

"The probability of this being a true UFO abduction case is excellent," a radiologist was quoted as saying.

Dr. Niemtzov told the Courier - Times - Telegraph from his Houston office, "I did

not give the college student a patient examination — I was not engaged by the boy's family to do that — what I did might be called an inspection."

He said, "It could have been a hoax, but nothing points in that direction — we did not disprove anything. In my personal feelings, this has all the credibility of a real good case."

And for the McBurnetts, further investigation will determine the credibility of their sighting.

# Further Study Under Way In UFO Sighting Near Tyler

By PAT RECORD  
Staff Writer

A reported UFO sighting by a Tyler couple in 1976 is under further investigation by an organization dealing in the phenomenon.

A search is also under way to find a doctor to perform regressive hypnosis on the couple.

Mrs. Jean Fuller, a state section director for MUFON, the Mutual UFO Network, Inc., told the Courier - Times - Telegraph sighting questionnaires were given to

David and Kathy McBurnett, a Tyler couple, who reported they saw an Unidentified Flying Object on Nov. 26, 1976 eight miles west of Tyler.

"It is a real good case," said Mrs. Fuller after talking with the McBurnetts. "They and the McBurnetts seemed real sincere."

Mrs. Fuller said, however, she would relay her information back to Walter Andrus, international director for MUFON, before taking any further action.

MUFON is a non-profit

organization composed of people interested in resolving mysteries. The UFO phenomenon, based on sightings and holds an annual symposium on the subject of UFOs. MUFON is international in scope with chapters in several foreign countries.

The McBurnetts were scheduled for regressive hypnosis, once with a Houston doctor, but did not go through

UFO (Page 12, Sec. 1)

Jan Fuller

1/11/80

Interview sked 1/0

11/28/76

Returning from Dallas on SH 64

SH 64

Came over a hill one mile

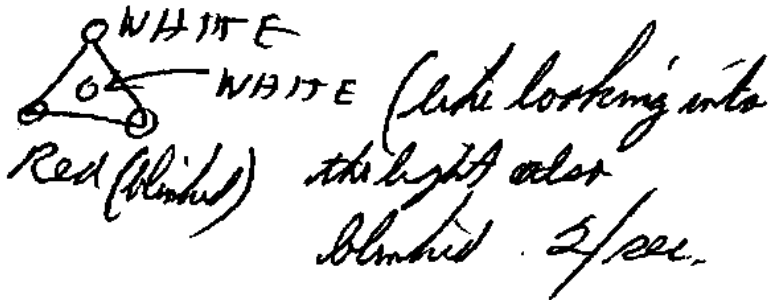
One white light & 2 red lights

fluttered down highway (going east)

8 miles east of Tyler

Cold and clear

△ shape



Grayish / metallic

bottom light was transparent (around light)

passed over the truck, observed from  
windshield and side window

Drove into Tyler to brother's house and  
left off Kathy.

Picked up Randy Baker and Mark

Mc Burnett and went back to the area

Saw nothing at first, then a white light  
came out from behind some trees

Then light came out to the road.

(2)

~~But~~ all were frightened

Randy was praying

They stopped truck & got out

Object hovering over field  
no sound.

Another automobile came over the hill.

They tried to stop it but it wouldn't.

Got back into the truck

Object took off slowly going away from  
Tyler

They chased it for a while and it  
out distanced them. Truck up to 90 mph.

Went back to town and advised both police  
and sheriff. One of them gave the  
number of a Washington UFO Center  
to David. They reported this to the number.

(Report given to APRD)

Field Investigator from APRD

~~RE~~ (C.P.)

Investigator could have been from Longview <sup>(3)</sup>  
Returned to site on several occasions  
for ~~see~~ consecutive days, ~~and nights~~  
Observed aircraft (7 or 8) flying around  
this area, Civil Air Patrol at Pounds Field  
knew nothing about apparent search.

Took several friends along.

Didn't tell many people. 2 days later  
David <sup>or</sup> & Kathy <sup>or</sup> noted a slit or incision  
on the inside of ~~the~~ each of our nostrils.  
Scab formed over in a week. Kathy said  
hers was ~~some~~ gone for a month.

No time loss that they could account for  
Left Dallas TX at 6:00pm and arrived  
in Tyler at 8:00pm,  $\pm$  20min -  
normal driving time is 2 hours if one  
observes speed limit.

When he returned to town, engine was ④  
overheated due to lack of oil. Added 5 qts.  
Truck: model and year \_\_\_\_\_  
cab lights that previously didn't work came  
on at this time.

near ~~Cato River~~  
Naches River

~ 3 miles west of Pounds Field (airport)

Called APRO last summer 1979.

2 weeks later received a call from 2 doctors  
in Houston, 2 doctors wanting a book on  
UFOs. Said they had been studying a Texas  
case with 2 boys in Texas with abrasions.

Wrote names of doctors down then destroyed  
after cancelling ~~see~~ interview. Can't remember  
names. (not Hemitzon)

Discussed hypnosis sessions. Couldn't  
afford \$50/hour. Do not believe they were  
abducted: Am concerned about the

shots in their noses.

(5)

no markings on aircraft from 1/4 mile.

Resembled a C-130 but not close enough to be sure.

No UFOs observed on daytime visits

Only on night they saw a light over a house.  
(teased them)

Lived in Tyler, moved to Arkansas, then  
Houston, and ~~Fort~~ <sup>Lake</sup> Pleasant, TX,  
Now back in Tyler, TX

Talked to APRD in 1979

Pat Beard called APRD and talked to  
Coral Loumen.

Mc Burnett's concerned about government  
interest when planes circled.

Mark Mc Burnett lives in Mineola, TX  
Ray Baker no contact at present. (Casual  
friends to Mark)



Mrs. Joan Fuller

(214) 593-1933

~~Radio Shack~~  
8910

January 6, 1980

Mr. Pat Reed

Home

(214)

593-

~~8910~~  
8912

Syler Curtis - Tim's

dated Jan 6, 1980

Telepath

(214) 597-8111

David & Kathy McBurnett  
(214) 593-3012

Burnett

Nov. 26, 1976 8:00 pm.

UFO sighting shock

Highway 64 bridge

△ grayish transparent

Narrower car - a

watcher did not lose time

state of shock after incident

Cancelled appointment for regression  
hypnosis by a Doctor in Houston

Randy Baker, brother Mark also saw  
the object when they went out to look in the field.

Went down the highway - checked at Wagon  
in direction of airport.

Mark said he discouraged Rand for guns

through regression.

They contacted both police and sheriff.

contacted airport and had no orders to detain.

Police gave them a Washington State <sup>id card</sup> number and they referred it to APPO.

They were contacted by a Field Investigator from APPO. Each was asked to fill out a form, but none has been completed or submitted.

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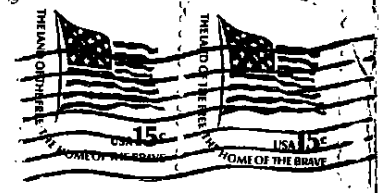
In late fall of 1976 a family of four disappeared for 5 days. Jan Fuller has clippings. (not the same family)

Said they were on a fishing trip

---

MRS JEAN FULLER  
1327 N HAWTHORNE AV  
TYLER TX 75702

TYLER, TX  
PM  
JAN 10  
1990  
757



Mr. Walter Andruss  
MUFON, Inc.  
103 Oldtowne Road  
Seguine, Texas

# The Tyler Courier-Times

VOL. 99, NO. 286

TYLER, TEXAS, TUESDAY AFTERNOON, JUNE 29, 1976

Price 10¢

24 Pages in 2 Sections

## #1 4 County Residents Missing

By DON BROWN  
Staff Writer

Four Smith County residents have been reported missing to Tyler Police and the Smith County Sheriff's Department after they left a house on Rhone Quarter Road around 8:30 p.m. Thursday, officials said today.

Missing are Ronald Morrow, 30, of 1301 E. Front, his brother Gary Don Morrow, 21, and

Gary's wife, Rhonda, 17, and their 7-month-old daughter, Melissa.

Mrs. Johnny R. Hicks of Rt. 9, Tyler, told the Courier-Times the two men are her brothers.

She said they had been visiting at the home of Mrs. Sam Huckabee, of Rt. 1, where Gary and Rhonda had been living and left the house around 8:30 p.m. Thursday to

go to a restaurant for dinner.

There has been no word from any of the four people since.

The four were travelling in Ronald Morrow's 1966 white Chevy II. They were expected back at the house that same evening.

Mrs. Hicks said the Morrows were reported missing Sunday after relatives and friends had all been contacted to see if the

four people might have changed their plans.

Additionally, the sheriff's department was given information.

Ronald Morrow, 6 feet tall, weighing approximately 200 pounds, has black hair. He was believed to be the driver of the missing automobile. He was wearing work clothing of a carpenter and may have had a few paint spatters on the clothing.

Rhonda had on a pair of shorts. The 17-year-old woman is 5 foot 3, weighs about 100 pounds, and has long brown hair.

Gary, is 6 feet tall, weighs between 130 and 135 pounds, and has black hair.

Mrs. Huckabee, sister of Rhonda Morrow, said the four were expected to return to her house Thursday evening. Her residence is located about 1 1/2 miles off the Troup Highway

on Rhone Quarter Road.

Mrs. Hicks said that the four had told Mrs. Huckabee they would be back in a few minutes, but never returned.

"There's been no word at all," she said.

Morrow's white car was believed to be in good mechanical condition, but the tires on the car were old.

Mrs. Hicks said both Ronald and Gary were carrying (SEARCH Page 2, Sec. 1)

SAFE — #3

(Cont. From Page 1, Sec. 1)

just a big mistake," he added.

Advised the disappearance of the four had apparently caused anxiety among the family and had been front-page news for two days, Ronald replied: "It looks like you're going to put some more in there (the newspaper), but I wish you wouldn't."

Gary Don, asleep when an attempt was made to reach him this morning, was unavailable for comment.

His mother, Mrs. Elmer Morrow, 403 N. Lyndon, did discuss the absence of her two sons, her daughter-in-law and granddaughter.

"They're back," said Mrs. Morrow, "they're safe, that's what we wanted — it's real good to have them back."

Asked where they had been, Mrs. Morrow said they had "been in Missouri fishing" and had "had a swell time."

"I hope they did," Mrs. Morrow continued, "because all the people down here weren't feeling so well."

"They just didn't realize all of us were as concerned as we were. If they hadn't been gone so long, it wouldn't have been so bad. We just couldn't understand them being gone so long without letting anybody know."

"My youngest son, Gary Don, said they wouldn't do it again."

Referring to the stories of Tuesday afternoon and Wednesday morning in the Tyler newspapers, Mrs. Morrow said, "We sure appreciate what the paper did for us."

Mrs. Morrow had said earlier that she was fearful for the four after they disappeared Thursday night after going out "for just a few minutes to eat" while carrying several hundred dollars cash.

## SEARCH #1

(Cont. From Page 1, Sec. 1)

several hundred dollars with them at the time of their disappearance.

"It's just not like them," she added.

Law enforcement officials, meanwhile, report no leads in the disappearance.

Tyler Morning Situation 'Getting Grim' #2

Telegraph  
6/30/76

# Police Without Leads In Missing ET Persons

By DAVID BARRON  
Staff Writer  
Mrs. Elmer Morrow of Tyler  
says her sons, Ronald and

Gary Don, were always good  
about letting her know if they  
were going to be away from  
home longer than they'd ex-

pected. That's one of the  
reasons she fears the situation  
is "getting grim."

The Morrow brothers, Gary  
Don's wife, Rhonda, and their  
7-month-old daughter, Melissa,  
have been missing since Thurs-  
day night, when they left  
"just for a few minutes" to get  
something to eat. They had yet  
to return from that trip  
Tuesday.

Mrs. Morrow and her  
daughter, Mrs. Johnny R.  
LEADS (Page 10, Sec. 1)



RONALD MORROW In 1972 Photo  
GARY DON MORROW In 1970 Photo

*Rest of  
this  
missing*

## Recruit's Mother Stunned

LUFKIN, Tex. (UPI) — The  
mother of a Marine Corps  
recruit fatally injured in a  
training drill said Tuesday  
"God will punish" a drill in-  
structor acquitted of all  
charges arising from the  
death.

"I don't see how they found  
that," said Mrs. Betty  
McClure Calhoun, mother of  
Pvt. Lynn McClure, 20. "I  
can't believe it — I just can't  
God will punish him."

Five officers and three  
enlisted men deliberated for  
slightly more than three hours  
Monday before finding S. Sgt.  
Harold Bronson innocent in  
connection with McClure's  
death.

"I don't think they should  
have had officers on the jury,"  
Mrs. Calhoun said. "The  
Marines are going to stick  
together. At first I had hoped  
that the Marines would help  
Lynn, make a man of him. But  
instead they took a boy and  
killed him during training."

McClure died March 13 of in-  
juries suffered during a pug-  
stick drill on Dec. 6.

STUNNED (Page 10, Sec. 1)

## Missing Quartet<sup>#3</sup> Back Home Safe

By HADLEY WELLS  
Staff Writer

The Morrow brothers,  
Ronald and Gary Don, Gary  
Don's wife, Rhonda, and their  
7-month-old daughter, Melissa,  
are home safe and sound after  
a five-day absence.

The Tyler residents had been  
the object of a statewide  
search by law enforcement of-  
ficials and a local search by  
REACT team members.

Mrs. Johnny R. Hicks, Rt. 9,

sister of the two men, early  
today reported the four had  
returned safe and told her they  
had been on a fishing trip to  
Missouri.

Discussing the absence of  
the four, she said, "They're  
liable to be dead this morning  
— they're liable to wish they'd  
been hurt when I get through  
with them."

Before their sudden and  
unexplained departure Thurs-  
day, she said Gary Don, 21,  
was temporarily unemployed  
and Ronald, 30, had been  
working as a painter and car-  
penter.

Mrs. Hicks said her brothers  
"were both pretty enthusiastic  
fishermen."

Ronald, reached by  
telephone, was asked how he  
felt after his trip.

"Tired," he replied, "we got  
in about 11 or 12 last night."

When asked about the  
fishing, however, he replied,  
"What do you mean?"

When told that his sister,  
Mrs. Hicks, had said the four  
had been fishing in Missouri,  
Ronald said, "I wonder where  
she got that." He declined to  
say where they had been. "It's  
(SAFE, Page 12, Sec. 1)

been.  
Gary Don's family might  
trip or any other place  
report of the Missouri  
declined to confirm his  
"a big mistake."  
nessay the disappearance  
Ronald Morrow said  
so bad," she added.  
were. If they hadn't been  
of us were concerned  
They just didn't res-  
well.  
down here weren't fee-  
they did, because all the  
time in Missouri, and  
stood her sons had a  
Mrs. Morrow said she  
get through with them."  
wish they'd been hurt  
morning — they're li-  
...They're liable to be d-  
bers, Mrs. Hicks  
return of the four fami-  
Despite her happiness  
volunteers.  
and a local search by  
putting a statewide poli-  
an automobile accident  
might have been robbed  
daughter, Melissa, had  
Rhonda, and their 7-month-old  
Don Morrow, Gary Don's wife,  
Morrow, 48, N. Lynn  
Brothers Ronald and Gary  
men's mother, Mrs.  
Both Mrs. Hicks  
family member said Wed.  
R. Hicks of Rt. 9, Tyler,  
fishing trip in Missouri, a  
brothers' sister, Mrs.  
Tyler Tuesday night from  
a trip to a local restaur-  
last Thursday returned to  
County family missing since  
weekend after they  
Four members of a Smith  
reported as missi-

## 'Missing' ET Family Returns After Trip

*By Mrs. Johnson  
7/1/76*

## 'Missing' ET Family Returns After Trip

#4

Four members of a Smith County family missing since last Thursday returned to Tyler Tuesday night from a fishing trip in Missouri, a family member said Wednesday.

Brothers Ronald and Gary Don Morrow, Gary Don's wife, Rhonda, and their 7-month-old daughter, Melissa, had been

reported as missing last weekend after they failed to return home after a "brief" trip to a local restaurant, the brothers' sister, Mrs. Johnny R. Hicks of Rt. 9, Tyler, said.

Both Mrs. Hicks and the men's mother, Mrs. Elmer Morrow, 403 N. Lyndon, had feared the family members might have been robbed or had an automobile accident, prompting a statewide police alert and a local search by REACT volunteers.

Despite her happiness at the return of the four family members, Mrs. Hicks said, "They're liable to be dead this morning — they're liable to wish they'd been hurt when I get through with them."

Mrs. Morrow said she understood her sons had a "swell time" in Missouri, "and I hope they did, because all the people down here weren't feeling so well.

"They just didn't realize all of us were concerned as we were. If they hadn't been gone so long, it wouldn't have been so bad," she added.

Ronald Morrow said Wednesday the disappearance was "all a big mistake," but declined to confirm his sister's report of the Missouri fishing trip or any other place he and Gary Don's family might have been.

*Tyler  
Morning  
Telegraph  
7/1/76*

C . . . I R / S . . . .

# UFO Sighting Shocks Tylerites

By PAT RECORD  
Staff Writer

The Americans in Iran will never forget being held hostage, but David and Kathy McBurnett, of Tyler can't remember if they were hostages and are considering the aid of a hypnotist to help them remember.

The McBurnetts feel they may have been abducted onto an object from outer space three years ago as they were driving back from a craft show in Dallas.

"We were returning from a craft show in Dallas on Nov. 26, 1976 and got in Tyler about 8 p.m.," said David McBurnett, a 31-year old self-employed carpenter. "As we came over a hill on Highway 64, we saw a bright white light hovering over the trees about a mile ahead of us. I asked my wife if she thought it was a UFO and she said, 'It sure is. —, let's get out of here.'"

The couple described the object as triangular, grayish in color with a bright white light

in the middle and with red lights on either side.

"The white light was flashing on and off, but around it, it was transparent and you could see the stars right through it," Kathy, 30, said.

The object started to move along the road when the McBurnett's truck approached it, they said.

"As we began to speed up toward the object it moved toward us and the two red lights on either end of it started to blink on and off. It seemed to float down the highway like a balloon," said Mrs. McBurnett.

The object, only 20 feet away from the truck, was about 20 feet above the ground, made no sound, and at one point, hovered over the truck, McBurnett said.

The couple returned to Tyler, noticing their watches had not lost time, but said they felt like they were in a state of shock.

"We were white and shaking," said Mrs. McBurnett. "At times we want to forget

revealed if he and his wife undergo regressive hypnotism.

"We were probably in shock then and we just want to know if something else might come out," he said.

The McBurnetts canceled one appointment with a Houston doctor who was to conduct regressive hypnotism because of a change in plans, but said they were ready to reschedule another appointment. However, the couple said they could not remember the name of the doctor in Houston and would be looking for a doctor closer to home to help them.

Not just the McBurnetts claim they saw the object on Nov. 26, 1976. McBurnett says, he brought his brother, Mark, and a friend, Randy Baker, back to the location and saw the object a second time in a field.

"It came out of the trees and circled back around about 200 yards away from us. We flashed our headlights to try to communicate with it, but it started to go down the highway

ped dead over the trees, my mind went into a blank," said Mark, "My mind was searching for a logical answer and when it couldn't find one, it just went zip. It ran to the end of its tape."

Mark continued that while David had to know what the thing was, he himself, "could care less if I saw another thing like that in my life."

Mark said he discouraged his brother and sister-in-law from going through with the first scheduled regressive hypnotism.

"I tried to talk them out of it. I have a spiritual belief about hypnotism. I talked to my preacher about it and he said it was a latent power of the soul. It's not supposed to be there, it's not right," Mark said, adding he realized he might be of the "ignorance is bliss" attitude.

The McBurnetts said they contacted both the sheriff's office and the police, but neither department seemed interested. Contact was also made with Pounds Field for

forget that it happened, but we can't do it. It has changed our lives."

McBurnett added they did not believe they had been abducted at the time, but now feel information might be

very slow," said McBurnett.

Later, the three men chased the object down the road at a speed of about 90 miles an hour, he said.

"I'm not too afraid of anything, but I was of that," said McBurnett.

Mark McBurnett said his own reaction to the sighting was not as "enthusiastic" as that of his brother David.

"It was a big thing on David's mind. It was a priority thing with him. He had a deep, deep reaction to it, but I don't care if I ever find out about it. I don't want to know," said Mark.

Mark admitted he was skeptical when his brother came to his house and asked him to come see this "white light" in the sky.

"It was over in the direction of the airport, but when it stop-

radar assistance, but the airport was not equipped with radar, McBurnett said.

The Sheriff's office did put them in contact with a Washington phone number to report their sighting, they added.

The couple said they contacted the UFO Reporting Center in Washington, which later turned the case over to the Aerial Phenomena Research Organization, Inc., based in Tucson, Ariz.

The Aerial Phenomena Research Organization, Inc., was originally founded by Coral Lorenzen in 1952 and is staffed with scientific consultants with representative in 51 countries around the world, Mrs. Lorenzen said.

Field investigators are sent to the different areas of the sightings and compile the information which is read and analyzed before being fed into a computer system for future reference, Mrs. Lorenzen said.

The McBurnetts said they were contacted by a field investigator from the Aerial Phenomena Research Organization, about three weeks after they reported their sighting.

All the McBurnetts and Randy Baker were asked to do was fill out a form requesting information about the sighting.

However, the forms were never completed because all four were asked to write separate forms, said the McBurnett brothers. David, however, said he would probably send his form in soon, some three years since the sighting reportedly took place.

Mrs. McBurnett added, "Even our own relatives kinda doubt us. I don't think they appreciate us bringing up the subject around the kids. It's kinda scary."

She said she and her husband find themselves always looking to the sky.

"When we travel late at night, we always are looking at the sky because there is a possibility now," she said, "I'm scared and shaking just talking about it."

CLASSIFIED

Tyler Courier-Times-Telegraph

Section 3

SUNDAY, JANUARY 6, 1980



# Facts and Testimonies

Before going further, it seems worthwhile to us to present several facts and testimonies that in themselves justify the interest of the in-depth study that we are going to develop below:

- three testimonies of French civilian and military pilots who encountered UFOs in flight,
- five major aeronautical cases in the world,
- three sightings from the ground,
- four cases of close encounters in France.

These few examples are among the hundreds of remarkable, that is to say credible and well-documented, cases observed around the world in recent decades. None of these cases has been explained, whereas the majority of times the investigations enable the origin of the phenomena observed by the witnesses to be determined; we will give two significant examples of this.

## Testimonies of French Pilots

Three French pilots who encountered UFOs in flight came to testify before the committee. Their testimonies are all the more interesting because they can be evaluated better than other aerial phenomena since they pertain to the aeronautic world.

### **M. Giraud, Mirage IV pilot** (March 7, 1977)

The sequence of events of this incident was reconstructed from radio exchanges between the pilot and the controller, which are routinely recorded and kept for a specific period of time in accordance with the procedure in force at all control centers. The incident occurred on March 7, 1977, at around 2100 hours local time during the Dijon flyover when the Mirage IV was returning, the autopilot system engaged, to Luxeuil after a night mission. [The aircraft was] at an altitude of 9600 m and approaching the speed of "Mach 0.9." The flight conditions were very good. The pilot (P), Hervé Giraud, and his navigator (N) observed a very bright glow at "3 o'clock" (time code) from their aircraft, at the same altitude, coming on a collision course and approaching very

rapidly. We will designate it "assailant" (A1) in the rest of the account. P queried the Contrexéville military radar station that controlled them to ask whether they had a radar contact on the aircraft coming towards them. In fact, P and N thought that it was an air defense interceptor, as is currently being used, that was seeking to intercept their aircraft to then identify it with its identification beacon.

The radar controller (C), who did not have a corresponding radar contact on his scope, gave a negative response and asked the pilots to check their oxygen. This request on the part of the controller is a standard emergency procedure; it shows that the controller is so surprised by the crew's question that he suspects an oxygen problem capable of causing a "hallucination."

"Assailant A1" maintained its course towards the Mirage IV. P initiated a bank to the right toward A1, a bank which he was forced to keep tightening (3 to 4 g) in order to try to maintain visual contact on A1 and to keep it from positioning itself to the rear. Despite this maneuver, A1 moved behind the Mirage IV at an estimated distance of 1500 m. At this point P reversed his bank to regain visual contact on A1. He saw the glow move away to "11 o'clock." He resumed course to Luxeuil. But 45 seconds after he resumed course to Luxeuil, feeling like he was being "watched" according to his own words, P told N, "*you wait and see, it's going to come back.*" And in fact, an identical glow, which we will call A2, appeared at "3 o'clock."

P then initiated a very tight bank (6.5 g) to disengage his aircraft from what he now considered to be a real threat. The glow followed the Mirage IV's maneuver in order to position itself to the rear at an estimated distance of 2000 m. P reversed, as before, and once again saw the glow disappear under the same conditions. C still did not have a radar contact on "assailant A2." P and N continued their flight and returned normally to the Luxeuil base.

Those are the facts. Two points should be emphasized:

- only a combat aircraft could have had performance comparable to that of A1 and A2 (speed, maneuverability). In this case, C would have had a radar contact on this aircraft, especially at that altitude, a contact that he would have seen all the better since there was no other traffic in the vicinity of the Mirage IV.

- given the apparent maneuvers of A1 and A2, regardless of whether or not they were the same craft, their speed could only be supersonic, which, in the case of combat aircraft, would be manifested on the ground by a very loud sonic boom due to the phenomenon of the focusing of the shock wave generated by the bank. This would have been noticed in the surrounding area, especially since it was nighttime. But no sound was heard in the region.

1.2

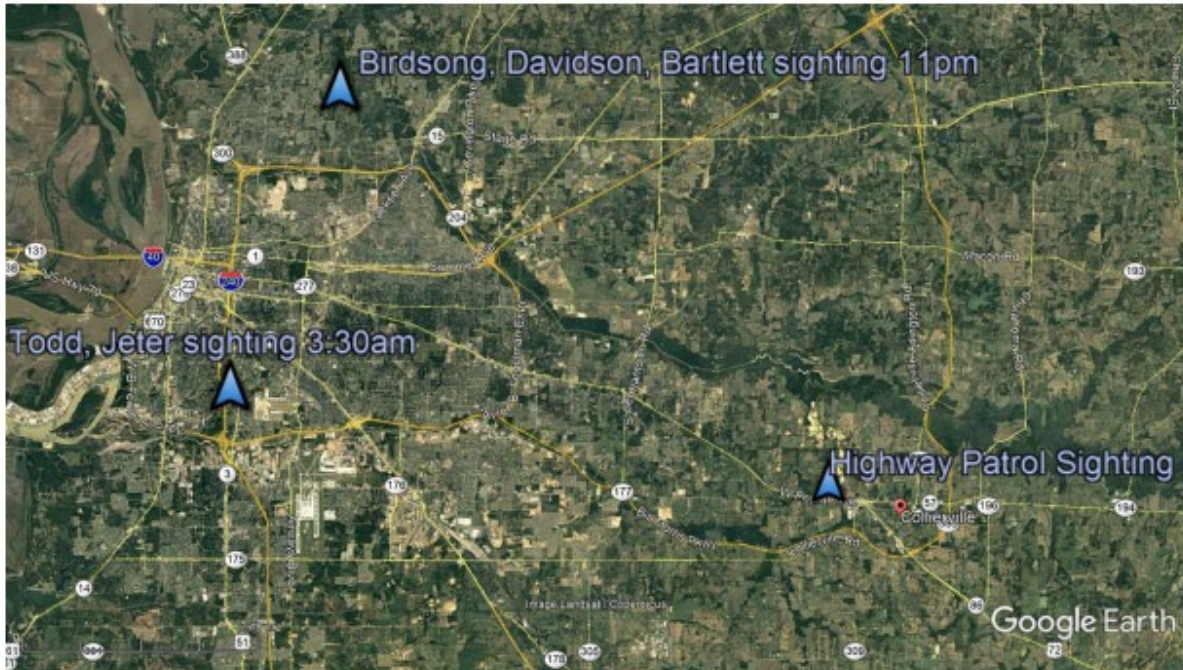
## Testimony of a Fighter Pilot (March 3, 1976)

Since this pilot (P) wanted to preserve his anonymity, the following lines are extracted from the written deposition that he wished to send to us (he revealed his name subsequently; he is Colonel Claude Bosc). On March 3, 1976, P, then a student pilot at the Combat Flight School at Tours, was making a solo night flight in a T-33 training aircraft. The mission consisted of navigating at an altitude of 6000 m following a Rennes-Nantes-Poitiers itinerary, then landing at Tours. Several aircraft were following the same itinerary at 5-minute intervals. The night was dark but cloudless, and the towns could be detected very clearly at the flight altitude in question. Visibility was greater than 100 km. While he was flying stabilized at an altitude of 6000 m, at a speed of 460 km/h, P first saw straight ahead, very far off in the distance (at the detection limit of lights on the ground) what he at first thought was the launching of a green signaling flare.

In 1 to 2 seconds, this flare exceeded the altitude of his aircraft by 1500 m and seemed to level off in space before descending in his direction. It approached at a dizzying speed on a collision course with the aircraft and filled the entire front windshield of the cockpit. Thinking that impact was inevitable, P let go of the joystick and crossed his arms in front of his face in a reflex protection gesture. The aircraft was completely enveloped in a very bright and phosphorescent green light. P

## May 16-17, 1977

There were a number of civilian reports to the Memphis Police Department and the airport on the dates in question. But three independent sightings by law enforcement officers made the most lasting impression.



*Figure 1: Memphis, Tenn., Locations of three law enforcement sightings of triangular object*

Patrolman Bartlett was talking to his two fellow officers, Davidson and Birdsong, at about 11 p.m. at a police sub-station parking lot in northern Memphis. His fellow officers sighted an unusual object in the sky behind Bartlett, and one said, “There’s a flying saucer!” Bartlett thought he was joking until Davidson said, “Look! I’m not kidding!” What the three officers described looked nothing like a flying saucer or disk. This object was triangular, silent, and described by the officers as, “lit up like a Christmas tree.” There were half a dozen lights. All three officers recalled white, soft yellow to bright orange lights with some greenish tint. The triangular object was moving from north to south at a reasonable speed and was visible for less than a minute. They thought that perhaps the object had come from the nearby Millington Naval Air Station, located eight miles to the north, and they decided not to report what they had seen. Bartlett noted, “We didn’t have anything to take a picture of it with to back us up and we just didn’t want to be a laughingstock, really.” The naval air station was later contacted by the news media. Navy Lt. James Lifgren, the public affairs officer, said, “There is no flight training here, no experimental craft. The only planes we have are old ones.”

That same night and fifteen miles to the east in the Memphis suburb of Collierville, Tennessee, Highway Patrolman Jerry Strain also spotted the UFO. He reported the sighting to the patrol radio dispatcher before going off duty.



*Officer Jerry Jeter*

Four and a half hours later, on May 17 at 3:30 a.m., officers Jerry Jeter and Troy Todd were riding in an unmarked police van on I-240 near the Norris Road exit when to their left (east) Todd saw a triangular-shaped series of red and green lights about 35 to 50 feet above two high-power tension towers. They thought it might be a helicopter but considered it strange that a helicopter would fly so



*Officer Troy Todd*

dangerously close to high-power lines. Deciding to investigate, they turned around on the median of the expressway near Alcy Road and traveled north. Neither officer saw anything near the high-tension wires as they passed by where Todd had first seen the lights. The officers continued about one mile farther north and turned around again at South Parkway. As they again traveled south on I-240, they spotted the triangular object but on the other side of the freeway to the west. It was hovering at about 500 feet over Pine Hill Golf Course, a higher altitude than when Todd had first seen it.

The officers took the Norris exit, stopped, and got out of their van as they observed the object for two to three minutes. The object had a silvery, gun-metal color. It was enormous. They estimated its size as about 300 feet in length, 150 to 225 feet in width, and about 15 to 35 feet in height. It was stationary and emitted no sound.



*Figure 2: Sighting locations of Officers Jeter and Todd*

Todd described the object and the officers' next action: "It was a triangular-shaped object with white, red and green lights on it with a white glow about the silhouette itself. We took a scoped rifle out of our van, which we carry for tactical purposes, and attempted to look through the scope of the rifle and to get a better look at this object. It began to move off and as it moved away from us it moved in a northerly direction at a reasonably slow speed. There was no sound made from this object at all. The white, red and green lights went off. They were no longer visible to us but the [white] glow was still visible around the silhouette. Then two red lights came on, on the rear of it. Whether they were lights or not I'm not sure, but when those two red things

came on it sped away at a tremendous rate of speed and just disappeared over the horizon in just a second to a second and a half.”

Todd didn't want to call dispatch because as he told Jeter, “They'll think we're crazy.” Jeter's response was, “What the hell, let's call. I don't give a shit.” So, Jeter called dispatch at their downtown headquarters to report the event. They were advised to tune to another channel where they talked to officers Bartlett and Davidson who had seen the object earlier that night but did not immediately report it. Todd and Jeter wanted to hear the other officers' description without giving any details on what they had just seen. Todd described their discussion: “They asked us if we had seen something that we couldn't explain. We advised yes. We made no mention of the shape or anything about it. They [Bartlett and Davidson] said it was triangular in shape and asked if it had red and green flashing lights. We advised yes and they said they had seen it at 11 o'clock when they started to work.”

Todd's reaction to hearing that other officers had seen the same object was similar to reactions from other witnesses of UFOs who struggle with the reality of what they saw. Todd concluded, “This was more of a relief just to find out somebody else had seen it. This is a--of course, you get the ridicule and you know it's coming but to find out somebody else has seen it, that might be a little help anyhow....”

So, what exactly did the officers see? Could it have been an early experimental delta-wing aircraft? Let's compare some of the characteristics of that craft to the characteristics of the triangular object reported by the officers. It is possible that the first three officers might have mistaken a delta-wing aircraft for a triangular UFO since the object was moving and they saw it for a short period of time. It is much more difficult to make this assumption with officers Jeter and Todd who watched the object for several minutes.

Size was one problem. Todd had seen the object just above the power lines and close enough to accurately estimate its size. His estimate of 300 feet is twice the size of the B-2 wingspan and four times that of the F-117, neither of which was yet developed.

Variations in the object's maneuverability are an even larger problem. Not only did both officers state the object was not moving in the air for a period, but Todd first saw the object stationary on the east side of the highway; then when both officers saw it a few minutes later, it was on the west side of the highway, a distance of only 1400 feet. And when the object began to move, it accelerated and left their sight within one to two seconds.

Add lack of noise, lack of wing structure, and a strange lighting configuration and it is difficult to explain this sighting as a known object.

Sightings from three different locations by different law enforcement officers make this event difficult to explain away. Capt. Paul Acerra, the duty officer on the night of the sighting, stated that the five Memphis officers were all serious, responsible tactical officers. Their shift boss, Lt. Jim Pugh, summed up their credentials when answering a question from journalist Pratt on whether the officers were reputable and honest. He replied, “Yes sir. They've worked for me since 1972 [five years] and they are all good police officers. If they said they saw it, I believe they saw it. I would not doubt their word.”<sup>i</sup>

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<sup>i</sup> Interviews conducted by Bob Pratt June 1977. *Memphis Press-Scimitar*, May 17 and May 19, 1977.

1:30 AM  
Jan 24, 1978

South Carolina, Ridgeland.

SC 050124-1978-0001  
1-24-78

Mr. HARRY C. DELGER  
49 Gordon St. Box 3, 918 LOUISE DRIVE  
CHARLESTON HEIGHTS;  
SOUTH CAROLINA. 29405

PLEASE BE SURE TO ENCLOSE  
SKETCHES OF OBJECT(S) SEEN.

Additional Narrative CAN BE  
INCLUDED ON BACK OF SHEETS ALSO.

**INSTRUCTIONS:** Complete this report (two pages) and mail to Harry C. Delger. in care of..the above address. To complete this report fill in the blanks and circle the appropriate words. If your experience or any part of it cannot be described by use of this report, mark the questions and numbers on the back of this questionnaire correspondingly and describe the sighting. Please use the reverse side of questionnaire and draw a diagram of the object or objects seen.  
**IMPORTANT**

- Name L.H. GREGORIE Occupation SOUTH CAROLINA HIGHWAY PATROL  
Education (yrs.) 12 YRS Age 26  
Mailing Address P.O. 852 RIDGELAND City RIDGELAND State SOUTH CAROLINA Zip Code 29936  
Phone 726-3483 Area Code 803
- Date of event 1-24-78 Time 0130 AM-PM AM Time Zone \_\_\_\_\_
- Exact Location Highway 263 Northwest from Ridgeland S.C. between Hampton Co. and Luray
- Weather --- Day, (Night), (Clear), Cloudy, Sun, (Moon), (Stars), Rain, Haze Fog, Dark, Other IT WAS A COLD NIGHT WITH A FULL MOON
- Description of Object(s) SOLID OBJECT SHARPLY OUTLINED SHAPED LIKE A ARROWHEAD  
(Solid object) - Fuzzy, Blurred, (Self Luminous), Changing Shape, Light in Sky, (Sharply outlined), Reflecting, Flash, Flickering, Bright or Dim, Dull Finish, Transparent, -Other VERY BRIGHT LIGHTS
- Size- compared to the following held at arms length:  
Penhead- Pea- Dime- Nickel- Half Dollar- Orange-Grapefruit-, Basketball- Baseball- Other THE OBJECT WAS SO VERY CLOSE GREGORIE COMPARED IT TO B-52 NUMBER TAKING OFF.
- Size- Height UNKNOWN Length \_\_\_\_\_ Width SAME AS A B-52 200 YARDS OFF THE GROUND  
Shape ARROWHEAD BUT COMPLETELY SOLID. THE OBJECT APPEARED TO BE ONE STRUCTURE WITH NO WINGS OR TAIL ATTACHED
- Did the object have protusions? NONE WERE OBSERVED  
Domes- Legs- Landing Gear- Wings- Fins- Doors- Windows-Lights- Antenna-; other THE OBJECT HAD NO WINGS OR TAIL THAT WERE NOTICEABLE
- How many objects were there? ONE Were they in formation? NO
- Color(s) AMBER OR ORANGE, GREEN WHITE Sound(s) GREGORIE SAID HE DIDN'T HEAR ANYTHING  
Smells NONE
- Associated effects -- vapor trails - smoke - Radiation - Magnetics  
other NONE THAT OFFICER GREGORY COULD REMEMBER - SEE REPORT ON BACK
- Were there any effect on : Clocks - Lights - Compasses - Radio - T.V. - Geiger Counters - Telephones - Radar - (Motor) - other SEE BACK REPORT
- Motion --( Stationary - (Straight Trajectory) - Up/Down - Erratic  
Speed, Up - Slow Down - Zig-Zag - Explode - (Other) SEEM TO FLOAT ON AIR
- Be sure to note any effects on Soil Samples - Animals - Machines - Humans, on back of page.
- Estimated speed 25 MPH. Compared to : (Car) - Airliner - Military - Jet - Private Plane - Other IT SEEM TO FLOAT ON AIR
- Were there other objects in the sky? NONE AT THE TIME (Airliner) PASSED OVER ABOUT 3 MINUTES AFTER SIGHTING Military Jet - Private Plane - Helicopter - Weather Ballon - Blimps - kites -  
( Stars VERY (Bright) -or- Dim )

USE BACK SIDE OF SHEET FOR ADDITIONAL DETAILS  
SKETCHES, NAMES, ADDRESSES (mailing) OF OTHER WITNESSES AND OTHER TELEPHONE NUMBERS  
THIS INFORMATION WILL NOT BE USED WITHOUT YOUR PERMISSION. SEE PAGE 2.

17. Did object land or descend close to the ground,? YES What type of Markings  
ABOUT 200 YARDS OFF OF THE GROUND
18. Did object appear to be controlled by intelligence? YES
19. Was there any communication with the object? Voice - Thought -  
Written - Other NONE THAT OFFICER GREGORIE
20. Did object contain life forms? UNKNOWN How many? UNKNOWN  
Describe - Appearance UNKNOWN
21. Did object leave any fragments? NONE Were they recovered? NO  
Describe? NONE
22. Were photographs taken? NO Camera type NONE Film type NONE  
Type: Movie - Still - Slides \* Polaroids \*  
Are they available for inspection? NONE TAKEN
23. Did the object appear - Disappear -? FIRST APPEARED COMING OVER THE TREE TOPS.  
Go behind any object? BEHIND THE TREES What?
24. Was UFO seen through: Naked Eye - Glass \* Binoculars - Telescope  
Other OBSERVED FROM ONLY 200 YARDS OFF GROUND
25. Was UFO observed from: Ground - House - Car - Plane - Boat - Motorcycle -  
Other OFFICER GREGORIE SAW THE OBJECT WHILE SEATED IN HIS CAR.
26. How long was the object in sight? ABOUT 15 SECONDS Estimated? YES  
Timed? NO
27. Were there physiological effect; Electric Shock - Heat Burns - Psychological -  
Temporary Paralysis - Dimming of Vision - Blackout - Amnesia -  
Weightlessness - Other? NONE THAT WERE NOTICEABLE AT THE TIME
28. Please complete the following:  
(a) Place the letter "A" on the curve in Fig.1, where object was first seen?  
(b) Place the letter "B" on the curve in Fig.1, where object was last seen?  
(c) Place the letter "A" on the compass in Fig.2, where object first seen?  
(d) Place the letter "B" on the compass in Fig.2, where object last seen?

FIG. - 1.

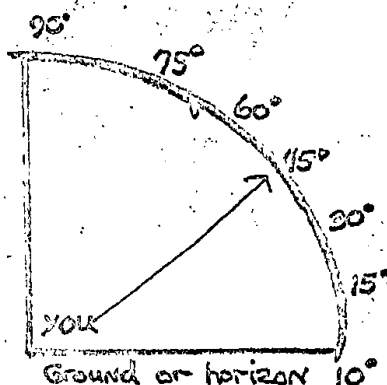
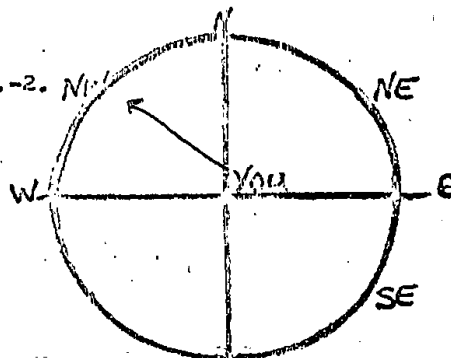


FIG. - 2.



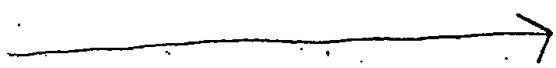
Who has this UFO been reported to? HIGHWAY PATROL IN JASPER COUNTY AND CHARLESTON  
PLEASE DRAW DIAGRAM(S) ON BACK OF THIS SHEET. COUNTY AND TO UFO INVESTIGATOR HARRY DELGAR  
USE BACK OF PAGE FOR ADDITIONAL NARRATIVE, INFORMATION, SKETCHES, ETC.

CHECK IF, GIVEN PERMISSION TO USE YOUR REPORT ON LECTURES, WRITINGS, ETC.

YES  NO  DO NOT USE MY NAME  
Please sign if you do not wish your name used.

OTHER INSTRUCTIONS

PLEASE READ THE REPORT ON BACK



TIME 02:30 AM

DATE - 1-24-78

LOCATION - CHARLESTON HEIGHTS, SOUTH CAROLINA

AT 0230 AM MY PHONE RANG AND IT WAS THE SOUTH CAROLINA HIGHWAY PATROL CALLING ME TO NOTIFY ME THAT THEY JUST HAD A UFO SIGHTING CALLED IN TO THEIR STATION BY A HIGHWAY PATROL OFFICER FROM JASPAR COUNTY. I CALLED RIDGELAND HIGHWAY PATROL OFFICE AND RECEIVED THE FOLLOWING UFO REPORT FROM THE OFFICER WHO MADE THE SIGHTING REPORT.

OFFICER I. H. GREGORIE FROM THE SOUTH CAROLINA HIGHWAY PATROL WORKING IN JASPAR COUNTY RECEIVED A CALL FROM HIS STATION TO MEET A MR. AND MRS. PATRICK MANCHE AT A GAS STATION NEAR PINLAND ON HIGHWAY 652 TO TAKE A REPORT FROM THEM.

OFFICER GREGORIE PROCEEDED TO PINLAND WHICH IS ABOUT 12 MILES FROM THE GEORGIA STATE LINE. UPON ARRIVAL MR. MANCHE TOLD OFFICER GREGORIE THAT HE WASN'T GOING TO BELIEVE WHAT HE WAS ABOUT TO TELL HIM. MR. MANCHE TOLD GREGORIE THAT HE AND HIS WIFE JUNE CHRISTIE MANCHE AND THEIR TWO CHILDREN WERE ON THEIR WAY HOME AROUND 1230 AM WHEN ON ROUTE THEY SPOTTED SOME STRANGE BRIGHT LIGHTS WHICH SEEM TO FOLLOW THEM FROM HAMPTON TO LURAY. AS THE LIGHTS GOT CLOSER, THE BRIGHTER THEY GOT. ALL OF A SUDDEN THEY HEARD A BUZZING OR ZIPPING SOUND AND IN FRONT OF THEM THEY SAW A HUGE BRIGHT OBJECT PASS OVER THE TOP OF THE CAR AND PASS AROUND THEM. A COUPLE OF TIMES, THE OBJECT THEN CAME STRAIGHT AT THE CAR FORGING THE MANCHE'S CAR AND ANOTHER CAR IN FRONT OF THE MANCHE'S OFF THE ROAD. THE OTHER CAR WAS DRIVEN BY A BLACK MAN WHO WASN'T IDENTIFIED. MR. MANCHE TOLD OFFICER GREGORIE THAT HIS CAR ENGINE SEEMED TO DIE OUT. THE MANCHE'S REPORTED THE OBJECT TO BE AS BIG AS A PLANE BUT IN A WEDGE SHAPED WITH BRILLIANT ORANGE LIGHTS IN FRONT AND LIGHTS OR WINDOWS ABOUT SEVEN ON THE SIDE OF THE OBJECT AND TWO AMBER LIGHTS OR WINDOWS ON TOP OF THE OTHER SEVEN. AFTER THE OBJECT RAN THE TWO CARS OFF THE ROAD IT WENT ABOUT FIFTY YARDS OFF THE ROAD AND JUST HUM IN THE AIR WITHOUT MOVING. THE MANCHE'S TOLD OFFICER GREGORIE THEY COULD NOT RECALL ANY OTHER NOISE EXCEPT WHEN FIRST SIGHTING THE OBJECT. THE MANCHE'S TURNED THEIR CAR AROUND AND HEADED TO PINLAND AS DID THE OTHER CAR. OFFICER GREGORIE INFORMED ME THAT PATRICK MANCHE WAS A NINE YEAR VETERAN IN THE MARINE CORPS AND WERE IN THE PROCESS OF MOVING. DUE TO HIS GETTING OUT OF THE CORPS AND THEY WERE STAYING WITH A MRS. TOSTEN (PHONE NUMBER 625-2105). THE MANCHE'S APPEARED SHAKEN AND UPSET TO OFFICER GREGORIE BUT HE DIDN'T REALLY BELIEVE THEM HE INFORMED ME, BUT TOLD THEM HE WOULD FOLLOW THEM TO THE AREA AND CHECK IT OUT. ABOUT 1/2 MILE OUT OF PINLAND WHICH IS A RURAL FARM AREA DOING ABOUT 30 MILES AN HOUR OFFICER GREGORIE SAW SOME BRILLIANT BRIGHT LIGHTS APPEAR OVER THE TREE TOPS. GREGORIE AT FIRST THOUGHT IT TO BE A PLANE BUT THERE WAS NO NOISE. GREGORIE THEN SAW A HUGE ARROW SHAPED OBJECT WHICH SEEM TO FLOAT IN THE AIR ABOUT 200 YARDS OFF THE GROUND. OFFICER GREGORIE SAID HE WAS IN SHOCK AT FIRST AND DIDN'T BELIEVE WHAT HE WAS SEEING. HE HAD A CAMERA ON HIS SEAT BUT DIDN'T THINK OF TAKING ANY PHOTOS BECAUSE HE WAS SCARED. HE DESCRIBED THE OBJECT AS BEING SOLID WITH GREEN, WHITE, ORANGE, AND AMBER LIGHTS IN SOME TYPE OF ORDER BUT HE DOESN'T RECALL WHICH COLORS FOLLOWED EACH OTHER EXCEPT THE BRIGHT AMBER LIGHT IN FRONT OF THE CRAFT. THE CRAFT PASSED IN FRONT OF GREGORIE'S CAR AND THE MANCHE'S CAME RUNNING TO HIM AND ASKED HIM IF HE IS SEEING THE OBJECT. MR. MANCHE TOLD GREGORIE "THANK GOD SOMEONE ELSE HAS SEEN IT". THE SIGHTING LASTED ABOUT 15 SECONDS AND THE CRAFT MADE A HARD LEFT TURN AND SLOWLY DISAPPEARED OVER THE TREE TOPS.



OFFICER GREGORIE IS A 5 YEAR VETERAN OF THE SOUTH CAROLINA HIGHWAY PATROL AND HE INFORMED ME THAT UNTIL THIS MORNING HE DIDN'T BELIEVE IN UFO'S AND THAT HE DOESN'T WATCH OR READ ANY TYPE OF SCIENCE FICTION OR MONSTER MOVIES OR BOOKS BUT WHAT HE SAW THIS EARLY MORNING WAS NO AIRPLANE OR WEATHER BALLOON OR ANY OTHER EXCUSE SOMEONE MIGHT COME UP WITH. HE STATED HE SAW A CRAFT OF SOME KIND WHICH HE HAS NEVER SEEN BEFORE THAT SEEMED TO FLOAT OR GLIDE MAKING NO NOISE AND HAVING A STRANGE SHAPE AND STRANGE COLOR LIGHTS. THIS CRAFT WAS SEEN TWICE BY THE MANCHE'S AND THEIR TWO CHILDREN AND ONCE BY THE UNIDENTIFIED BLACK MAN. THE CRAFT WAS VIEWED BY THE OFFICER FROM HIS CAR AS IT PASSED IN FRONT ONLY ABOUT 200 YARDS OFF THE GROUND.

OFFICER GREGORIE STATED THAT HE CAN BE CONTACTED ANYTIME BY ANYONE WHO WOULD WANT ANYMORE INFORMATION ON THIS CLOSE ENCOUNTER #1.

OFFICER GREGORIE HAS GIVEN ME HIS PERMISSION TO SUBMIT THIS REPORT TO ANYONE OF MY CHOICE OR CHOICE'S USING HIS REAL NAME AND OCCUPATION.

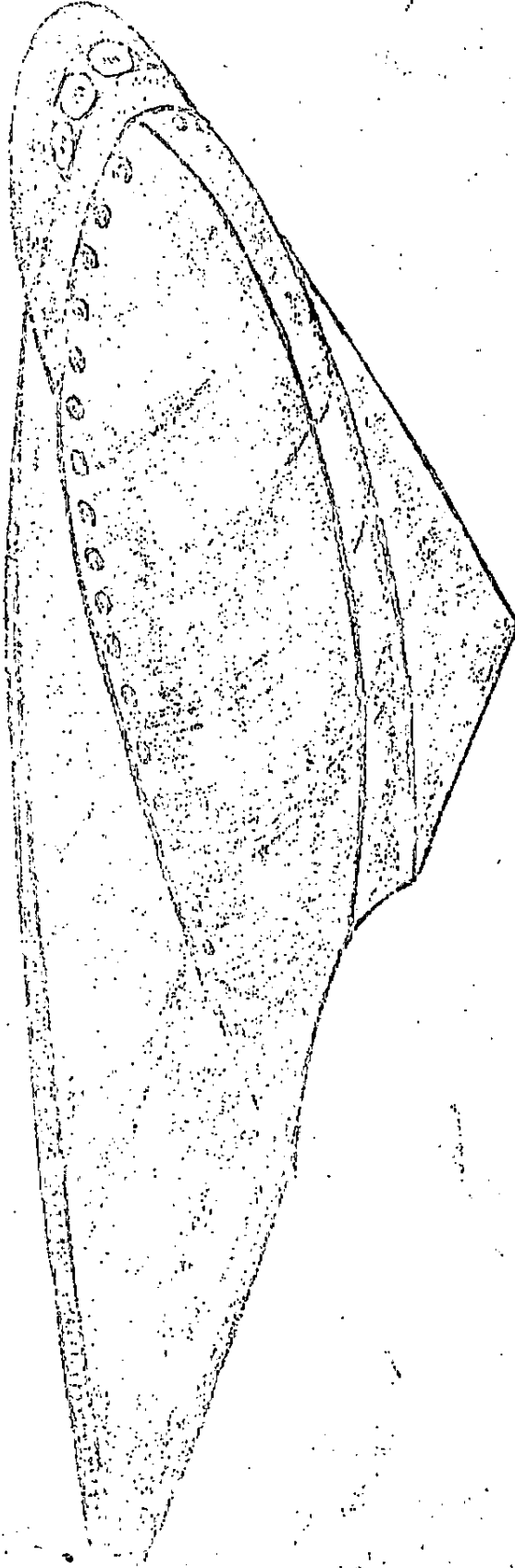
*Harry E Delger*  
UFO INVESTIGATOR  
1-24-78

ON THE NEXT PAGE IS A DRAWING OF THE TYPE OF CRAFT THAT THE MANCHE'S AND OFFICER GREGORIE STATED WITH THE INFORMATION GIVEN TO ME THIS IS WHAT I CAME UP WITH



HARRY DELGER  
UFO INVESTIGATOR  
178 LOUISE DRIVE  
CHARLESTON HGTS., S. C. 29405  
PHONE 554-4019

(803) 554-4192 *now has an unlisted number*



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

NJ  
US 0306-1978-0001

\* All DATA on this form taken from another. Benson

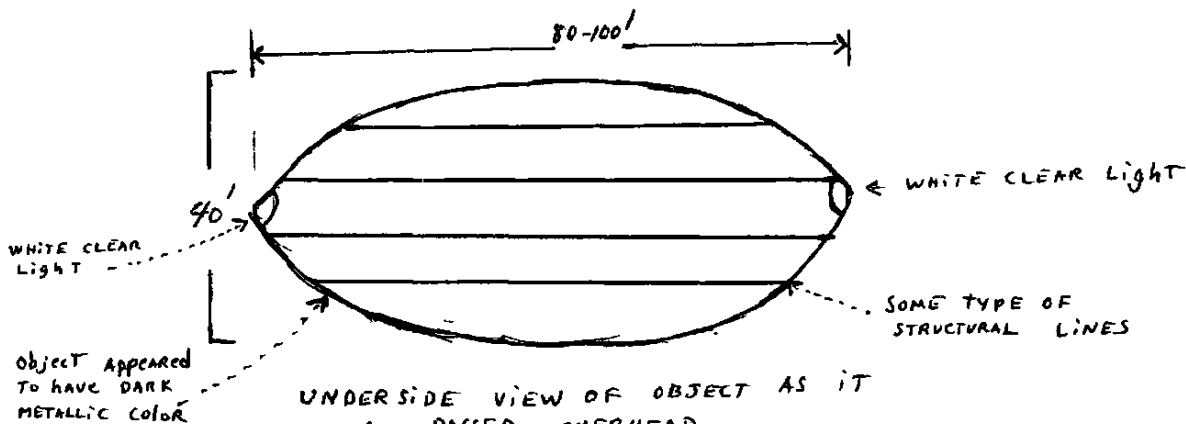
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Tom Benson  
 STREET ADDRESS: P.O. Box 1174 PHONE: A/C 609 / 292-9489 / 898-4198  
 TOWN/CITY: TRENTON STATE: N.J. ZIP CODE: 08606 COUNTRY: U.S.A.

PLACE OF SIGHTING

STATE/PROVINCE: New Jersey COUNTY: Atlantic CITY/TOWN: Sources Point COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

Ⓢ NARRATIVE IN MOST PART TAKEN FROM ATTACHED "INCIDENT REPORT" - 1  
 WRITTEN BY FIELD INVESTIGATOR

I was patrolling normally, (on duty for four hours) at 4:07 hrs, I was on patrol on Maryland Ave. at the Pass Harbor Bridge when I observed two bright lights in the sky over the meadows approximately a half mile from my position in line with Ventnor City. The lights appeared to be an estimated 1,000ft. above ground level, and spaced wide apart and were level with each other. They were stationary in the sky and I observed them for 10 minutes and they did NOT move during this time. At first I thought it was an aircraft circling the area for the NAFEL (National Aviation Facilities Experimental Center) Airfield but when they didn't move I became concerned. At this time I was dispatched to an emergency transportation to the hospital and had to leave the area. I then radioed Ptl. Ogonowski - (Continue narrative on reverse side)

SIGHTING TIME

DATE OF SIGHTING: 6 MARCH 78  
 DAY MONTH YEAR  
 4:07 PM ( ) AM ( ) ZONE: EST  
 DURATION:     SEC ( ) /     MIN ( ) HRS ( )

DATE OF SIGHTING

6 MARCH 78  
 DAY MONTH YEAR

IN CAR 44 TO GO TO MARYLAND AND Bay Ave. AND LOOK OVER THE meadows in the sky AND tell me what you see. I THEN STARTED TO MOVE MY CAR AND THE LIGHTS CAME IN TOWARD ME AT A HIGH RATE OF speed THEN SLOWED UP AND WENT OVER ME TOWARD SHORE ROAD. I TURNED OFF MY MOTOR, OPENED THE CAR DOOR AND LOOKED UP AT THE OBJECT AS IT PASSED OVERHEAD. I OBSERVED TWO BRIGHT WHITE LIGHTS SPACED ABOUT A HUNDRED FEET APART ABOUT A THOUSAND FEET ABOVE GROUND LEVEL. BETWEEN THE LIGHTS I SAW AN OUTLINE OF A DARK MASS BETWEEN THEM SHAPED LIKE AN ELLIPTICAL SPHERE, SIMILAR TO A FOOTBALL. I COULD NOT MAKE OUT ANY DETAIL BUT DID SEE A DISTINCT OUTLINE OF THE OBJECT AGAINST THE SKY. THERE WERE NO OTHER LIGHTS VISIBLE ON THE OBJECT WHICH ARE NORMALLY ON AN AIRCRAFT SUCH AS RED AND GREEN RUNNING LIGHTS. AS THE OBJECT PASSED OVER, IT WAS MOVING VERY SLOWLY AND MADE NO SOUND WHATSOEVER AND I HEARD NO ENGINE NOISE WHICH ALARMED ME.

I RADIOED THE DISPATCHER AND ADVISED HIM TO CALL NAFEC AND CHECK TO SEE IF THEY HAD ANY PLANES IN THE AREA OR ANYTHING ON RADAR AND THEN PROCEEDED ON MY RADIO CALL. AFTER THIS Ptl. Ogonowski RADIOED THE OBJECT HAD JUST APPEARED OVER HIM ON MARYLAND AVE. AND HE WAS STANDING BY OBSERVING IT. AFTER THIS Ptl. Ogonowski RADIOED THE OBJECT HAD JUST APPEARED OVER HIM ON MARYLAND AVE. AND HE WAS STANDING BY OBSERVING IT. ~~AFTER THIS Ptl. Ogonowski radioed~~ AFTER COMPLETING THE TRANSPORTATION-RUN, I RETURNED TO THE HALL AND CALLED NAFEC MYSELF AND THEY CONFIRMED THEY KNEW OF NO LARGE PLANES IN THE AREA AND HAD NOTHING ON RADAR. THE DISPATCHER THEN OBTAINED THE NUMBER OF THE GOVERNMENT UFO CENTER AND I REPORTED THE SIGHTING TO THEM.



FOR MUFON USE

TEMPERATURE: 11

WIND DIRECTION: WEST

WIND SPEED: 2 knots

VISIBILITY: 12 miles

CELLING: unlimited  
new point - 00  
R/H - 53

EDUCATION: High school

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: AIR FORCE RADAR OPERATOR (1956-1960)  
UNDERWATER RECOVERY

VISION: 20/15 (both) COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? Normal AFTER? Normal

WITNESS' NAME: Sgt. Albert S. Tappiner AGE: 38

STREET: 137 West Johnson Ave.

TOWN/CITY: Somerset Point PHONE: 609-927-6161

PROVINCE: New Jersey COUNTRY: U.S.A.

OCCUPATION: Police officer

EMPLOYED BY: Somerset Police Dept.  
N.J.

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR (X) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES ( ) WINDOW (X) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER NAKED EYE

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) MARSH/MEADOWS

AREA/TECHNICAL: AIRPORT (X) POWERLINES ( ) POWER STATION (X) RAILROAD TRACKS ( ) OTHER NAFEC

SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN N.E. LAST SEEN IN S.W. IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: ( FIRST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD (X) <sup>also</sup> OTHER \_\_\_\_\_

UFO DISTANCE: WHEN CLOSEST TO ME 800-1000 FT. UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 800-1000 FT.

UFO PASSED: ( IN-FRONT-OF MEADOWS WHICH WAS 1/2 mile IN DISTANCE FROM THE WITNESS  
( BEHIND Overhead WHICH WAS 800-1000 FT. IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER STARS

BEFORE WITNESS SIGHTED UFO (X) DURING UFO SIGHTING (X) AFTER UFO SIGHTING (X)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (X) NUMBER OF 1 SHAPE OF elliptic COLOR(S) DARK  
( A LIGHT (X) NUMBER OF 2 SHAPE OF Large COLOR(S) opaque white

DESCRIBE: SOUND \_\_\_\_\_ SMELL \_\_\_\_\_ SPEED None - abrupt increase

REAL SIZE: ( LARGER (X) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW' 727 jet  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER wing-span

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR ( ) THE MOON (X) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( ) HOVER? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(S)? ( ) OVER A BUILDING? (X) AFFECT ENGINE? ( ) APPEAR SOLID? (X)

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (X)

CAST LIGHT? (X) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? (X) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

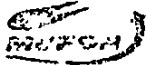
HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Albert S. Tappiner  
SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 11 MARCH 1978  
DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Tom Benson TELEPHONE: AC 609, 292-9689  
1, 858-4198

FIELD INVESTIGATOR'S ADDRESS: P.O. Box 1174 TRENTON  
STREET AND NUMBER TOWN OR CITY

New Jersey 08606 MERCER U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1978 MARCH 11 AFFILIATION (if not MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1978 MARCH 6 IF MONTH/DAY NOT KNOWN, CHECK BELOW:  
YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TYPE OF UFO SIGHTING: 24-HOUR CLOCK TIME 4:07 AM (IF UNKNOWN, CHECK BELOW) DURATION: 10 min ZONE: EST  
DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN (X)  
NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING: Maryland Ave. ATLANTIC U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY  
SOMERS POINT, N.J.

OTHER INFORMATION: NUMBER OF WITNESSES 2 COORDINATES 39° 19' 74° 35'  
(If Known) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
LATITUDE LONGITUDE

COMMENTS: See attached data for other witnesses.

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: Sgt. Albert S. Tappiner. TELEPHONE: AC 609, 927-6161

PRIMARY WITNESS' ADDRESS: 137 West Johnson Ave. Somers Point  
STREET AND NUMBER TOWN OR CITY

New Jersey 08244 ATLANTIC U.S.A.  
STATE/PROVINCE/ZIP COUNTY COUNTRY

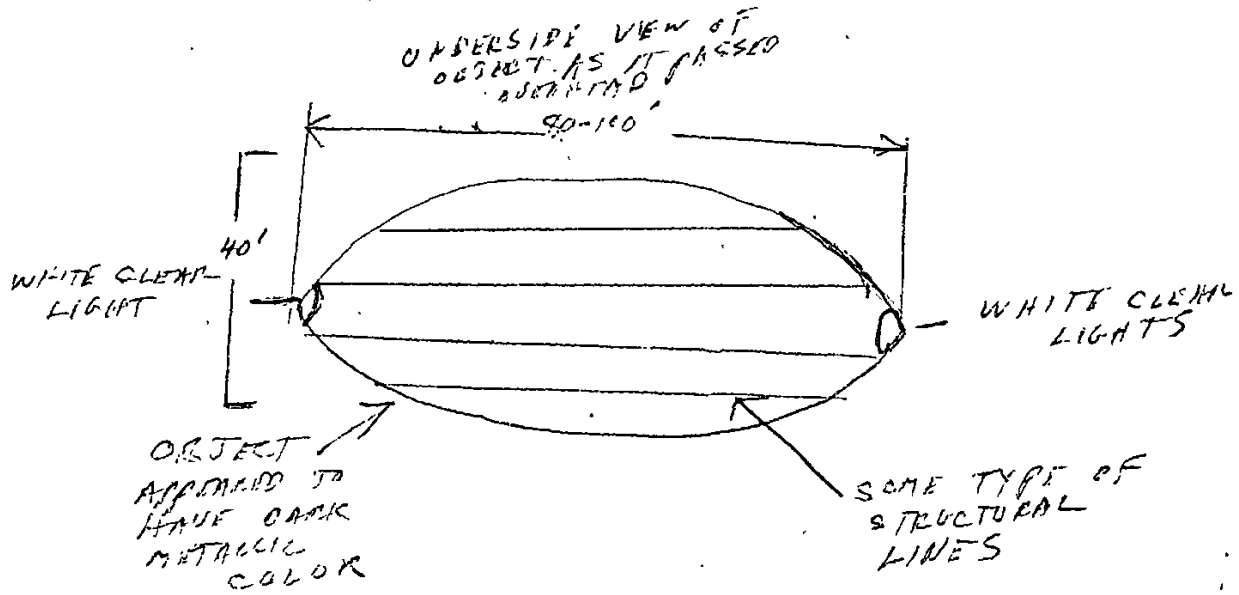
USE OF WITNESS' NAME: MAY  MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

GENERAL CASE  ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS: \_\_\_\_\_

Figure 2



Other witnesses

- PTL STANLEY OGONOWSKI - SOMERS POINT POLICE NJ -
- LARRY ELLIS - CEDAR AV. SOMERS POINT NJ.

\*NOTE: ABOVE drawing and details made by witness, Sgt. Albert Tappiner, CEI, night-time sighting, MARCH, 6, 1978, SOMERS POINT, N.J.



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

\* All DATA on this form taken from another. *[Signature]*

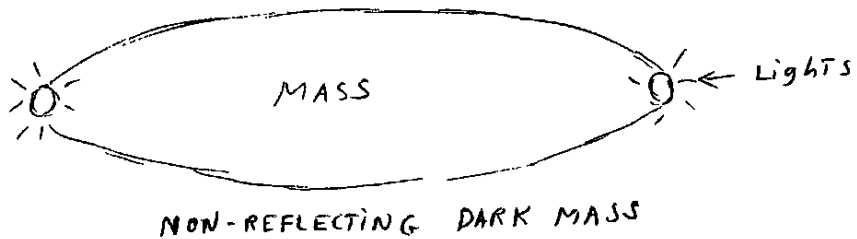
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Tom Benson

STREET ADDRESS: P.O. Box 1174 PHONE: A/C 609 / 292-9689 / 888-4198

TOWN/CITY: TRENTON STATE: N.J. ZIP CODE: 08606 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



*[Signature]* PTL

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

STATE/PROVINCE: New Jersey COUNTY: ATLANTIC CITY/TOWN: SUMERS Point COUNTRY: U.S.A.

SIGHTING TIME

DATE: 4-17 PM ( ) AM ( ) ZONE: EST

DURATION: 1-2 MIN ( ) SEC ( ) HRS ( )

DATE OF SIGHTING

DAY: 6 MONTH: MARCH YEAR: 1978

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

④ NARRATIVE IN MOST PART TAKEN FROM ATTACHED "INCIDENT REPORT" - WRITTEN BY FIELD INVESTIGATOR.

ON Monday morning (3/6/78) at approximately 04:17 A.M., I received a radio transmission from Sgt. Tappeiner, "Head over to the Bass Harbor bridge, look out towards Atlantic City and tell me what you see in the sky." My location was on Rte. #9 at this time and I headed my patrol car north on #9 then turned east on Rhode Island Ave. Upon turning east I looked to the East and observed two bright white lights in the sky - they were heading inland from the east. Upon arrival at Maryland Ave. in front of Harry's Inn, the lights were overhead. I stopped my patrol car in the middle of the street and got out of the car to better observe the lights. I looked directly overhead and observed two bright white lights. The lights appeared to be approximately 100 ft. apart and about 1100-1200 ft. up in the air. The lights were bright and round and

(Continue narrative on reverse side)





UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR MUFON USE

TEMPERATURE: 11

WIND DIRECTION: WEST

WIND SPEED: 7 knots

VISIBILITY: 12 miles

CEILING: unlimited

new 18.27-00  
R/H-53

EDUCATION: Some College

DEGREE: \_\_\_\_\_

MAJOR: Marine Geology

SPECIAL TRAINING: \_\_\_\_\_

VISION: 20/20 20/25 COLORBLIND? ( ) EYEGLASSES? (X)

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: Plk Stanley Dgonowski, Jr. AGE: 26

STREET: 114 Kirklin Ave. PHONE: 609-937-6409

TOWN/CITY: Linwood

PROVINCE: New Jersey COUNTRY: U.S.A.

OCCUPATION: Police officer

EMPLOYED BY: Somerset Point, N.J. Police Dept.

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR (X) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: (GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
(MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER outside)

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) MARSH LAND

AREA/TECHNICAL: AIRPORT (X) POWERLINES ( ) POWER STATION (X) RAILROAD TRACKS ( ) OTHER NAFEC

SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN N.E. (MIMAX) LAST SEEN IN SE (MIMAX) IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: (FIRST SEEN - 1/4 ( ) 1/2 (X) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
(LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 (X) OF THE WAY UP HORIZON; OVERHEAD (X) also OTHER \_\_\_\_\_)

UFO DISTANCE: WHEN CLOSEST TO ME 1100-1200 ft. UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 1100-1200 ft.

UFO PASSED: (IN-FRONT-OF Hosp. T&L WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
(BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS)

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER STARS; Meteor

BEFORE WITNESS SIGHTED UFO (X) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT (X) NUMBER OF 1 DARK SHAPE OF MASS COLOR(S) NO color  
(A LIGHT (X) NUMBER OF 2 SHAPE OF OR COLOR(S) white on one object.)

DESCRIBE: SOUND \_\_\_\_\_ SMELL \_\_\_\_\_ SPEED \_\_\_\_\_

REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE (X) AS THE OBJECT LISTED BELOW  
(BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER 6-7x CAR 100 ft.)

APPARENT SIZE: (HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON)

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A CAR-HEADLIGHT LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( )	HOVER? ( )	AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( )	DESCEND? ( )	AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( )	AFFECT MAGNETISM? ( )	BLINK? ( )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( )	PULSATE? ( )
EJECT OBJECT(S)? ( )	OVER A BUILDING? (X)	AFFECT ENGINE? ( )	APPEAR SOLID? (X)
CHANGE SHAPE? ( )	LAND ON GROUND? ( )	AFFECT VEHICLE? ( )	HAVE FUZZY EDGES? ? ( )
CAST SHADOW? ( )	LAND IN WATER? ( )	AFFECT ANIMAL? ( )	HAVE OUTLINE? (X)
CAST LIGHT? (X)	CARRY OCCUPANTS? ( )	AFFECT HUMAN? ( )	WOBBLE? ( )
REFLECT LIGHT? ( )	COMMUNICATE? ( )	AFFECT WATER? ( )	VIBRATE? ( )
LEAVE A TRAIL? ( )	GIVE OFF HEAT? ( )	AFFECT GROUND? ( )	GLOW? ( )
DISINTEGRATE? ( )	LEAVE RESIDUE? ( )	AFFECT VEGETATION? ( )	APPEAR TRANSPARENT? ( )

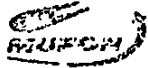
HOW MANY OTHER WITNESSES? 1-Sgt. DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Stanley Dgonowski  
SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 11 MARCH 1978  
DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Tom Benson TELEPHONE: AC 609 292-9689  
888-4198

FIELD INVESTIGATOR'S ADDRESS: P.O. Box 1174 Trenton  
 STREET AND NUMBER TOWN OR CITY

New Jersey 08606 MEREA U.S.A.  
 STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1978 MARCH 11 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
 YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1978 MARCH 6 IF MONTH/DAY NOT KNOWN, CHECK BELOW:  
 YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME 4:17 AM (IF UNKNOWN, CHECK BELOW) DURATION: 1-2 min NONE EST  
 DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN (X)  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING: MARY LAM AVE. SOMERS POINT, N.J. ATLANTIC U.S.A.  
 STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION: NUMBER OF WITNESSES 1 COORDINATES 39° 19' 74° 35'  
 (IF KNOWN) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
 LATITUDE LONGITUDE

COMMENTS: See attached data for other witnesses.

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: PTL. Stanley Ogonowski, Jr. TELEPHONE: AC 609, 927-6409

PRIMARY WITNESS' ADDRESS: 114 Kirklin Ave. Linwood  
 STREET AND NUMBER TOWN OR CITY

New Jersey 08241 ATLANTIC U.S.A.  
 STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME: MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).

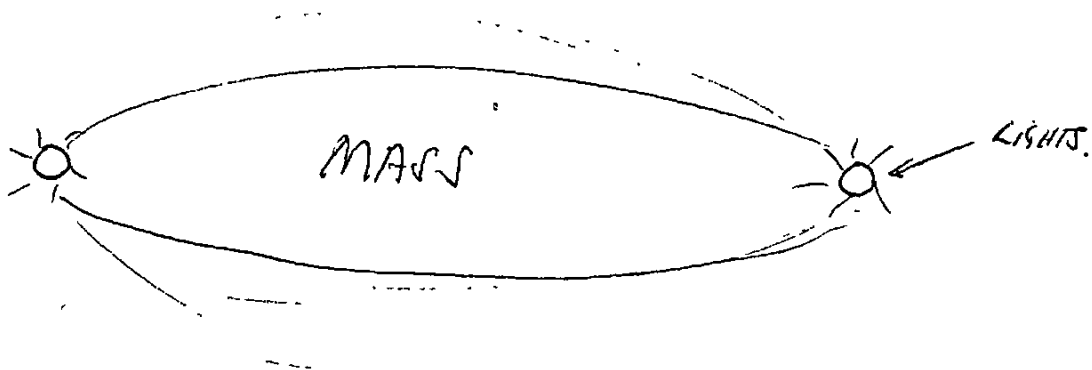
MAJOR FEATURES

GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS: \_\_\_\_\_

Figure 2

Now REFLECTING DARK  
MASS.



PER.

\* NOTE: Above drawing and details made by witness, PTL. STANLEY OJONOWSKI, 31  
CE I, NIGHT-TIME SIGHTING, MARCH 6, 1978, SOMERS, POINT, N. J.



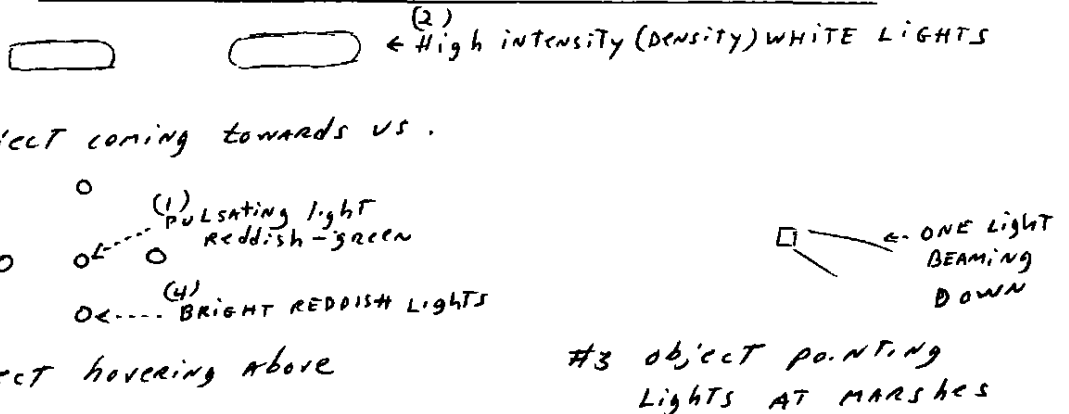
UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

\* ALL DATA ON THIS FORM TAKEN FROM ANOTHER. *Spencer*

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TOM BENSON  
STREET ADDRESS: P.O. Box 1174 PHONE: A/C 609-292-9689  
TOWN/CITY: TRENTON STATE: N.J. ZIP CODE: 08606 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



#1 Object coming towards us.

#2 object hovering above

#3 object pointing lights at marshes

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

NEW JERSEY ATLANTIC BRIGANTINE U.S.A.  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY  
39° 25' N LAT. 74° 15' W Long.

SIGHTING TIME

4-08-4:15 PM ( ) AM (X) ZONE: EST.  
DURATION: 5 MIN (X) SEC ( ) HRS ( )

DATE OF SIGHTING

6 MARCH 1978  
DAY MONTH YEAR

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED, BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

- 1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
- 2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
- 3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
- 4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
- 5. DESCRIBE THE OBJECT AND ITS ACTIONS.
- 6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

NOTE: NARRATIVE TAKEN FROM TAPE. *JB.*

I'm Robert Hiltner, on the evening of 6th of March, we were coming home from an awards dinner for the Atlantic City police dept. I don't drink - didn't tell people because they would say you were drinking but I did tell my boss the next day and couple other close people. Three days later we saw the report in the newspaper that someone else saw the object. It happen on Bayshore Ave. We were coming down Bayshore Ave. by the Rowing Club (bldg.). this is where I stopped my car. AT 25th St. & Bayshore Ave. is where I first noticed the object to the right of us towards the golf course as we were coming near there, saw two, bright lights. The lights were cylinder-type lights and were long. they reminded me of the twin-sonic lights on the top of a radio car, real bright and intense. It was 10 blocks or so from where I first spotted it. It seemed to be standing still until we got to the Rowing Club. That is where I stopped the vehicle. The thing seemed to be coming right over top  
(Continue narrative on reverse side)

of us, very slow. I never saw anything this slow before. I got out of the car, whatever it was, was standing still right over top of me. I looked at it for 10-15 seconds, then my wife got out on her side of the car, she looked up at it. It seemed to stay there then moved off, no noise except a slight noise like an egg-beater or whishing sound. It went out over the bay, it also turned the bright lights off. While it was over top of us we could see four lights and one small blinking light in the middle. Then it went back over the bay, then the bright lights went back on, but facing towards Atlantic City. It looked like its (direction of flight) made an "L" then it went towards Atlantic City. It was a very odd thing because I am familiar with aircraft, I was in the Navy on an aircraft carrier, we had helicopters, I have been around jets, around S2F's (aircraft) which, we were anti-submarine. The S2F's with the big round ball on the top, and they have been mistaken as flying saucers from people (flying) above them, seeing them, the big radar thing on top. I know how slow an airplane can go, and I never seen anything that could go this slow. I been around helicopters, and they make noise. I know of no airplane or anything right now that is that quiet. I was in a helicopter 5 or 6 months ago, and I know they make a lot of noise. I was at the airshow, and that plane that can go up vertically makes a lot of noise. I have seen big jets come in, and they come in pretty slow, we are on the approach to NAFEC (National Aviation Facilities Experimental Center), when they are making an approach, and they have intense lights on them, their landing lights - their round, these things looked long. I could not see no outline of the (object) when it was on top of us, I saw four lights, around with a blinking light in the middle like they have on the wing-tips of airplanes. While the object was moving towards Atlantic City, the (bright) lights were on and angled down looking at the marshes. When we arrived home my wife who also doesn't drink was sick to her stomach - very nervous. When we first got out of the car, we could still see from here and then it disappeared.

The object's altitude above me at the Rowing Club was 100-150 ft. (roughly). The object was coming in on an angle, coming down the coastline and turned in like on an approach to NAFEC because I have seen airplanes come in that way. The colors of the lights on the object were very white, the light in the (object's base) were greenish-red. I am color blind though. There was one in the middle that was pulsating (green).



FOR MUFON USE

TEMPERATURE: 11

WIND DIRECTION: WEST

WIND SPEED: 7 knots

VISIBILITY: 12 miles

CEILING: unlimited

AWB-00  
R/N-53

EDUCATION: 2 yrs. College

DEGREE: Associate MAJOR: U.S. Navy Damage Controlman

SPECIAL TRAINING: on aircraft carriers

VISION: 20/20 COLORBLIND?  EYEGLASSES? ( )

HEARING: Good ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: Good DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: Det. Robert H. Holtz AGE: 34

STREET: 129 Lincoln Drive

TOWN/CITY: Beigandine PHONE: 609-266-8210

PROVINCE: New Jersey COUNTRY: U.S.A.

OCCUPATION: Detective - Police Officer

EMPLOYED BY: Atlantic City P.D.

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS ( ) INDOORS ( ) CAR (X) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES ( ) WINDOW (X) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER then outside car.

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL (X)

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) OCEAN BAY MARSHES

AREA/TECHNICAL: AIRPORT (X) POWERLINES (X) 13th St. GENERATOR POWER STATION ( ) RAILROAD TRACKS ( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN N.E. LAST SEEN IN S.W. IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: ( FIRST SEEN - 1/4 (X) 1/2 (X) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_

UFO DISTANCE: WHEN CLOSEST TO ME 100'-150' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 100'-150'

UFO PASSED: ( IN-FRONT-OF BEACH LINE WHICH WAS 1/4 mile - 1/2 mile IN DISTANCE FROM THE WITNESS  
( BEHIND N/A WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER STARS

BEFORE WITNESS SIGHTED UFO (X) DURING UFO SIGHTING (X) AFTER UFO SIGHTING (X)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
( A LIGHT (X) NUMBER OF UPTO 7 SHAPE OF DIAMOND COLOR(S) 2 bright white 4-red green pulsating middle = greenish-reddish

DESCRIBE: SOUND Egg-beater - whirring SMELL \_\_\_\_\_ SPEED Slower than helicopter

REAL SIZE: ( LARGER (X) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER AIRCRAFT

APPARENT SIZE: ( HOW MANY TIMES LARGER (X) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 8-12 TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A blinding LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (X) HOVER? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? (X) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? (X)

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? (X)

EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? (X)

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? (X) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 1 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Det. Robert Holtz Form Filled out from other Form

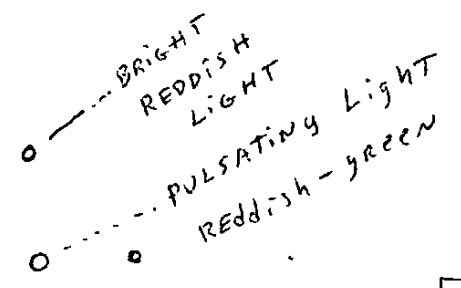
SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

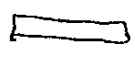
DATE THIS FORM SIGNED 22 MARCH 1978

DAY MONTH YEAR

DIAMETER  
AROUND OR  
ABOUT THE  
SAME AS  
A LARGE  
AIRPLANE  
(LINER)  
WINGSPAN  
#2

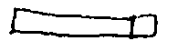


OBJECT HOVERING ABOVE

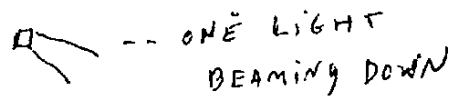


#1

OBJECT COMING TOWARDS US



High INTENSITY (DENSITY)  
WHITE LIGHTS



#3

OBJECT POINTING LIGHTS  
AT MARSHES

\* NOTE: DRAWINGS ABOVE BY WITNESS, Det. Robert Hiltner, details written by F.I. from verbal account, CE I, night-time sighting, March 6, 1978, Brigantine, N.J.

609  
MUFON

UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Tom Benson TELEPHONE: AC 609-888-4198  
609-292-9689

FIELD INVESTIGATOR'S ADDRESS: P.O. Box 1174 TRENTON  
STREET AND NUMBER TOWN OR CITY

N. J. 08606 MERCER U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1978 MARCH 22 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1978 MARCH 6 IF MONTH/DAY NOT KNOWN, CHECK BELOW:  
YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME 4-4:15 A.M. (IF UNKNOWN, CHECK BELOW) DURATION: 5 min. ZONE: EST  
DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN (X)

PLACE OF UFO SIGHTING: 25th ST. - Bayshore Ave, Brigantine, N.J. ATLANTIC U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION NUMBER OF WITNESSES 2 COORDINATES 39° 25' N 74° 15' W  
(IF KNOWN) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
LATITUDE LONGITUDE

COMMENTS \_\_\_\_\_

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: Det. Robert Hiltner TELEPHONE: AC 609, 2668310

PRIMARY WITNESS' ADDRESS: 129 Lincoln Drive BRIGANTINE  
STREET AND NUMBER TOWN OR CITY

New Jersey ATLANTIC U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME: MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).

MAJOR FEATURES

GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS \_\_\_\_\_

Figure 2





UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

\* ALL DATA ON THIS FORM TAKEN FROM ANOTHER. *Benson*

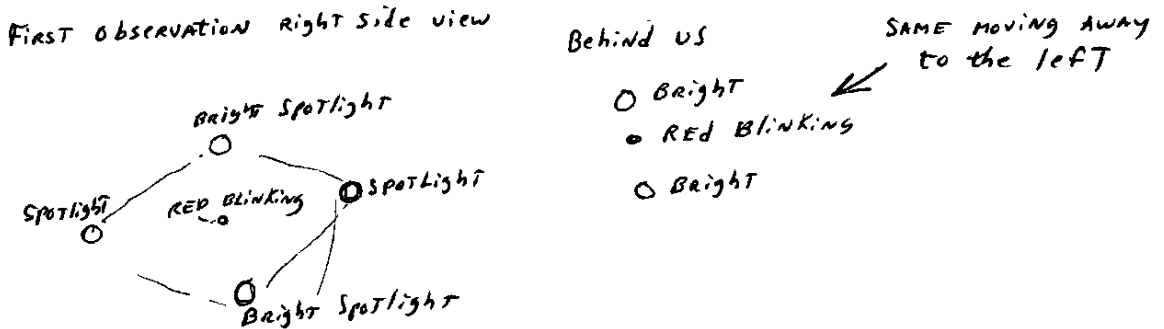
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TOM BENSON  
STREET ADDRESS: P.O. Box 1174 PHONE: A/C 609-292-9689  
TOWN/CITY: TRENTON STATE: N.J. ZIP CODE: 08606 COUNTRY: U.S.A.

PLACE OF SIGHTING

BAYSHORE AVE.  
BRIGHTON CITY/TOWN  
NEW JERSEY STATE/PROVINCE  
ATLANTIC COUNTY  
U.S.A. COUNTRY  
39° 25' N LAT. 74° 15' W LONG

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

SIGHTING TIME

4:15 PM ( ) AM (X) ZONE: EST  
DURATION: 5 MIN (X) SEC ( ) HRS ( )

DATE OF SIGHTING

6 DAY  
MARCH MONTH  
1978 YEAR

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

NOTE: NARRATIVE - FORM COPIED FROM OTHER FORM.

We - My husband and I, were coming home from an awards dinner and breakfast later. It was approximately 4:15 A.M., MARCH 6, 1978. We were riding home on Bayshore Ave. I was very tired and was thinking about going right to sleep for I had to get up at 6:30 and would only have 2 hrs. sleep before getting up for my daughter for school. My husband noticed something in the sky to the right of our car. He asked me what was that up in the sky and I told him I thought it was a plane. But he brought to my attention that it was flying too low, it was making no sounds and the lights on it were too far apart and not like that on an airplane. I thought then it might be a helicopter because my husband Bob said the object was flying too low to be an airplane, the size of the lights and the distance between them proved it couldn't possibly be that either. It wasn't moving, it was hovering over to the right of us near the Rowing Club House. It had two bright lights

(Continue narrative on reverse side)

very far apart - at one point it looked like there was two more lights giving it the shape of a diamond on a playing card. There was also a reddish blinking light underneath whatever it was. It was about 150-200 ft. up. We got out of the car which made the inside light go on. Whatever it was then moved directly over us and went over the bay to the left of us and looked like it was heading for Atlantic City. It was flying very low and was making a sound like an electric mixer. My husband told me to get in the car. We were only 4 blocks from home so we were home in less than 1 minute. As we approached Lincoln Dr. (our street) you could see it behind the houses on the golf course side of the street. When we got to our house in the middle of the block you could no longer see it. I had a very sick feeling in my stomach as if I was going to throw up. I stood on the porch trying to see if I could get a last glimpse of it when my husband told me to get in the house. He said you don't know what that is and I shouldn't be so brave. We didn't tell anyone (the police or newspapers) for we felt that people would think we were drunk because we were coming home so late. My husband and I don't drink. We told some friends (2 of them) and Bob's mother. We read about it in the paper about the Somers Point policemen seeing it around 4 the morning before. Then we told everyone for we felt what we saw was the same U.F.O.

My reaction to the whole event was one of disbelief. I couldn't believe that something like this could happen in Brigantine and that there must be a logical explanation for it. I do believe that there is the possibility of other life on different planets, but I never thought I would see something of this nature. But I did.



FOR MUFON USE

TEMPERATURE: 11

WIND DIRECTION: WEST

WIND SPEED: 7 knots

VISIBILITY: 12 miles

CEILING: unlimited

new point-00 R/H-53

EDUCATION: High school

DEGREE: \_\_\_\_\_

MAJOR: none

SPECIAL TRAINING: \_\_\_\_\_

VISION: Perfect COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? FINE AFTER? EXCEPT FOR STOMACH UPSET - NERVES

WITNESS' NAME: Margaret Hillman AGE: 33

STREET: 129 Lincoln Drive

TOWN/CITY: Bayanatic PHONE: 609-266-8210

PROVINCE: New Jersey COUNTRY: U.S.A.

OCCUPATION: Housewife

EMPLOYED BY: \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS ( ) INDOORS ( ) CAR (X) AIRCRAFT ( ) BOAT ( ) OTHER Thru outside

VIEWED THROUGH: ( GLASSES ( ) WINDOW (X) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( ) )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER AND OWN EYES )

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL (X)

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( ) OCEAN, BAY MARSHES

AREA/TECHNICAL: AIRPORT (X) POWERLINES ( ) POWER STATION (X) RAILROAD TRACKS ( ) OTHER WATER TOWER

SKY CONDITION: CLEAR (X) PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE (X) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN Ocean-side LAST SEEN IN Bay side IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: ( FIRST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER 1 Block )  
( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_ )

UFO DISTANCE: WHEN CLOSEST TO ME 150 Ft. UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 150 Ft.

UFO PASSED: ( IN-FRONT-OF Houses WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS )  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS )

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER STARS

BEFORE WITNESS SIGHTED UFO (X) DURING UFO SIGHTING (X) AFTER UFO SIGHTING (X)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )  
( A LIGHT (X) NUMBER OF 5 SHAPE OF Diamond COLOR(s) whitish-yellow )  
Bright white stayed, red blinked.

DESCRIBE: SOUND \_\_\_\_\_ SMELL \_\_\_\_\_ SPEED \_\_\_\_\_

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE (X) AS THE OBJECT LISTED BELOW )  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_ )

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW? )  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 4X TIMES THE SIZE OF A FULL MOON )

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY  
High beams on a car.

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (X) HOVER? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (X) only 1.9475

CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

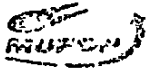
HOW MANY OTHER WITNESSES? 1 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Margaret Hillman (Form filled out for other form. JB.)  
SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 22 MARCH 1978  
DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: Tom Benson TELEPHONE AC: 609-888-4198  
609-292-9689

FIELD INVESTIGATOR'S ADDRESS: P.O. Box 1174 TRENTON  
 STREET AND NUMBER TOWN OR CITY

N.J. 08606 MERCER U.S.A.  
 STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1978 MARCH 22 AFFILIATION (If not MUFON) \_\_\_\_\_  
 YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1978 MARCH 6 IF MONTH/DAY NOT KNOWN, CHECK BELOW.  
 YEAR MONTH DAY

JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
 1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TYPE OF UFO SIGHTING: 24-HOUR CLOCK TIME 4:15 AM (IF UNKNOWN, CHECK BELOW) DURATION: 5 MIN. ZONE: EST  
 DAY ( ) NIGHT ( ) MORNING ( ) AFTERNOON ( ) EVENING ( ) DAWN ( )  
 NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN (X)

PLACE OF UFO SIGHTING: 25th St. - Bayshore Ave. BRIGANTINE, N.J. U.S.A.  
 STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION: NUMBER OF WITNESSES 2 COORDINATES 39°25'N 74°15'W  
 (If Known) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
 LATITUDE LONGITUDE

COMMENTS: \_\_\_\_\_

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: MARGARET HILTNER TELEPHONE: AC 609-266-8210

PRIMARY WITNESS' ADDRESS: 129 Lincoln Drive BRIGANTINE  
 STREET AND NUMBER TOWN OR CITY

New Jersey ATLANTIC U.S.A.  
 STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME: MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below).

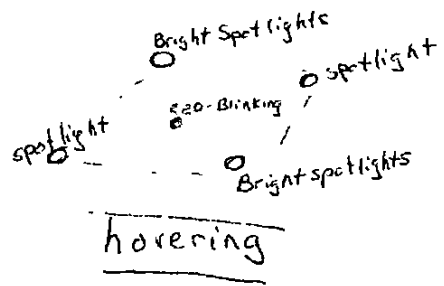
MAJOR FEATURES

GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
 LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

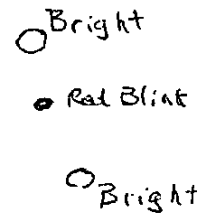
COMMENTS: \_\_\_\_\_

Figure 2

right  
first observation side view



Behind us



Same moving away  
to the left.



NOTE: ABOVE DRAWINGS AND DETAILS MADE BY WITNESS, MARGARET HILTNER,  
CE I, NIGHT-TIME SIGHTING, MARCH 6, 1978, BRIGANTINE, N.J.



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

\* All DATA on this form taken from another *Benson*

PLACE OF SIGHTING

NEW JERSEY STATE/PROVINCE

ATLANTIC COUNTY

ATLANTIC CITY CITY/TOWN

U.S.A. COUNTRY

SIGHTING TIME

4:00 PM ( ) AM (X) ZONE: EST

DURATION: ( ) SEC ( ) 15 MIN (X) HRS ( )

DATE OF SIGHTING

6 MARCH 1978

DAY MONTH YEAR

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TOM BENSON

STREET ADDRESS: P.O. BOX 1174, 129A WERT AVE PHONE: A/C 609 <sup>888-4198 or</sup> <sub>292-9689</sub>

TOWN/CITY: TRENTON STATE: N.J. ZIP CODE: 08606 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

\* DRAWING ATTACHED

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

\* NARRATIVE TRANSCRIBED FROM OTHER FORM. *Benson*

I WORK for the city of ATLANTIC CITY, as a Security Guard, on the 12 midnight to 8 A.M. shift, Monday thru Friday. For your personal info I WAS A POLICE OFFICER 7 YEARS. I WAS SITTING in the guard house which is on city property and is known as historic GARDNERS BASIN. IT IS APPROXIMATELY 500 YARDS SOUTH OF CAPT. STARN'S (A SHIP), AND APPROXIMATELY 500 YARDS SOUTH EAST OF THE U.S. COAST GUARD STATION. AT APPROXIMATELY 4-4:10 A.M., I WAS LOOKING TOWARDS STARN'S AND THE MAIN INLET CHANNEL WHEN I SAW 2 VERY LARGE BRIGHTLY LIT LIGHTS OVER THE CHANNEL WHERE THE OCEAN MEETS THE BAY AT STARN'S, I OBSERVED IT FROM THE SECOND STORY WINDOW. AT FIRST I THOUGHT IT WAS A HELICOPTER because it just seemed to hover ATOP THE WATER ABOUT 200 FT.

(Continue narrative on reverse side)

I then went outside and stood atop a very large mound of dirt, approximately 25 feet high, I continued to watch these two "bright" lights. It then seemed to be moving towards me, as it did I started flashing my light (Flashlight (3) "D" CELL and BRIGHT) at it. I observed a small red light in what appeared to be the middle of the two bright lights. These lights were approximately 20 feet between each other. As I said where I first saw it, was approximately 500 yards. When it first started to move toward me and until it got to me - must have been 15 minutes, it moved very, very slow, and it moved southwardly approximately 7/10 block inland parallel to the ocean towards Longport. After it got by me, it seemed to move rather much faster, disappeared quicker and when it was over top of me, it sounded no more louder than a Sunbeam mixer. At approximately 5:00 A.M., a close friend, Bob Hiltner called me to tell me of this bright object he saw, and said it was a UFO. I told him of my sighting and told him I thought it was one of those experimental planes out of NAFEC (NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER). I told him we had better not say anything - people will think we were goofy. (3) Days later a story appeared in the Atlantic City Press and a Somers Point policeman described almost what I had seen (3) days prior.

At no time did I feel insecure or threatened or did anything to try to get me, or communicate with me. I did try and flash my light and make communication with <sup>the</sup> object, and would do <sup>the</sup> same again.



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR MUFON USE

TEMPERATURE: 11

WIND DIRECTION: WCS

WIND SPEED: 7 knots

VISIBILITY: 12 miles

CEILING: unlimited

DCW P. NT 90

R/H 53

ASSOCIATE DEGREE LAW ENFORCEMENT

EDUCATION: ATLANTIC COMMUNITY COLLEGE

DEGREE: A.A. MAJOR: LAW ENFORCEMENT

SPECIAL TRAINING: VARIED

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD POOR? ( ) FAIR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? EXCELLENT AFTER? EXCELLENT

WITNESS' NAME: MICHAEL P. FRIEL AGE: 40

STREET: Albany St & Boardwalk, K. President Bldg

TOWN/CITY: ATLANTIC CITY (609) 344-5048

PROVINCE: New Jersey COUNTRY: U.S.A.

OCCUPATION: SECURITY

EMPLOYED BY: CITY OF ATLANTIC CITY

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS  INDOORS  CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( CLASSES ( ) WINDOW  SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL

AREA/TERRAIN: FIELDS  WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( )

AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR  PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE  RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN S.E. LAST SEEN IN SO. IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: ( FIRST SEEN - 1/4  1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4  1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_

UFO DISTANCE: WHEN CLOSEST TO ME 200' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 200'

UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER \_\_\_\_\_

BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_  
( A LIGHT  NUMBER OF 3 SHAPE OF \_\_\_\_\_ COLOR(s) 2 BRIGHT CLEAR 1 RED

DESCRIBE: SOUND Sunbeam mixer SMELL \_\_\_\_\_ SPEED slow

REAL SIZE: ( LARGER ( 2 ) SMALLER ( 1 ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON

BRIGHT AS: BRIGHTER THAN: A STAR  THE MOON  OR A AIRCRAFT OR STREET LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? ( )	HOVER? ( )	<input checked="" type="checkbox"/> AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( )	DESCEND? ( )	( ) AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( )	( ) AFFECT MAGNETISM? ( )	BLINK? ( )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	( ) AFFECT TIMEPIECE? ( )	PULSATE? ( )
EJECT OBJECT(S)? ( )	OVER A BUILDING? <input checked="" type="checkbox"/>	( ) AFFECT ENGINE? ( )	APPEAR SOLID? ( )
CHANGE SHAPE? ( )	LAND ON GROUND? ( )	( ) AFFECT VEHICLE? ( )	HAVE FUZZY EDGES? ( )
CAST SHADOW? ( )	LAND IN WATER? ( )	( ) AFFECT ANIMAL? ( )	HAVE OUTLINE? ( )
CAST LIGHT? <input checked="" type="checkbox"/>	CARRY OCCUPANTS? ( )	( ) AFFECT HUMAN? ( )	WOBBLE? ( )
REFLECT LIGHT? <input checked="" type="checkbox"/>	COMMUNICATE? ( )	( ) AFFECT WATER? ( )	VIBRATE? ( )
LEAVE A TRAIL? ( )	GIVE OFF HEAT? ( )	( ) AFFECT GROUND? ( )	GLOW? ( )
DISINTEGRATE? ( )	LEAVE RESIDUE? ( )	( ) AFFECT VEGETATION? ( )	APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? YES DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Michael P. Friel

SIGNATURE OF OBSERVER

YOU MAY  MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED JULY 10, 1978



SECRET

UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: TOM BENSON TELEPHONE: AC 609, 888-4198 or 292-9659

FIELD INVESTIGATOR'S ADDRESS: P.O. Box 1174, 129 A West Ave. TRENTON  
STREET AND NUMBER TOWN OR CITY

New Jersey 08606 MERLER U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

DATE OF FIELD INVESTIGATOR'S REPORT: 1978 JULY 10 AFFILIATION (IF NOT MUFON) \_\_\_\_\_  
YEAR MONTH DAY

SIGHTING DATA

DATE OF UFO SIGHTING: 1978 MARCH 6 IF MONTH/DAY NOT KNOWN, CHECK BELOW:  
YEAR MONTH DAY  
JAN - MAR ( ) APR - JUN ( ) JUL - SEP ( ) OCT - DEC ( ) (BEST GUESS)  
1ST WEEK ( ) 2ND WEEK ( ) 3RD WEEK ( ) 4TH WEEK ( ) (BEST GUESS)

TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME 4:4:10 (IF UNKNOWN, CHECK BELOW) DURATION: 15 MIN. TIME: EST  
DAY ( ) NIGHT ( ) MORNING (X) AFTERNOON ( ) EVENING ( ) DAWN ( )  
NOON ( ) ABOUT MIDNIGHT ( ) BETWEEN MIDNIGHT AND DAWN ( )

PLACE OF UFO SIGHTING: GARDNERS BASIN, ATLANTIC CITY, N.J. ATLANTIC U.S.A.  
STREET ADDRESS OR OTHER IDENTIFICATION COUNTY COUNTRY

OTHER INFORMATION: NUMBER OF WITNESSES 5 COORDINATES 39° 22' 30" 74° 25' 15"  
(IF KNOWN) HOURS MINUTES TENTHS HOURS MINUTES TENTHS  
LATITUDE SEC. LONGITUDE SEC.

COMMENTS: \_\_\_\_\_

PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: MICHAEL P. FRIEL TELEPHONE: AC 609, 344-5048

PRIMARY WITNESS' ADDRESS: Albany St. & Boardwalk, President Towers ATLANTIC CITY  
STREET AND NUMBER TOWN OR CITY

New Jersey ATLANTIC U.S.A.  
STATE/PROVINCE/ZIP CODE COUNTY COUNTRY

USE OF WITNESS' NAME: MAY (X) MAY NOT ( ) BE USED IN CONNECTION WITH THIS REPORT (Note exceptions below)

MAJOR FEATURES

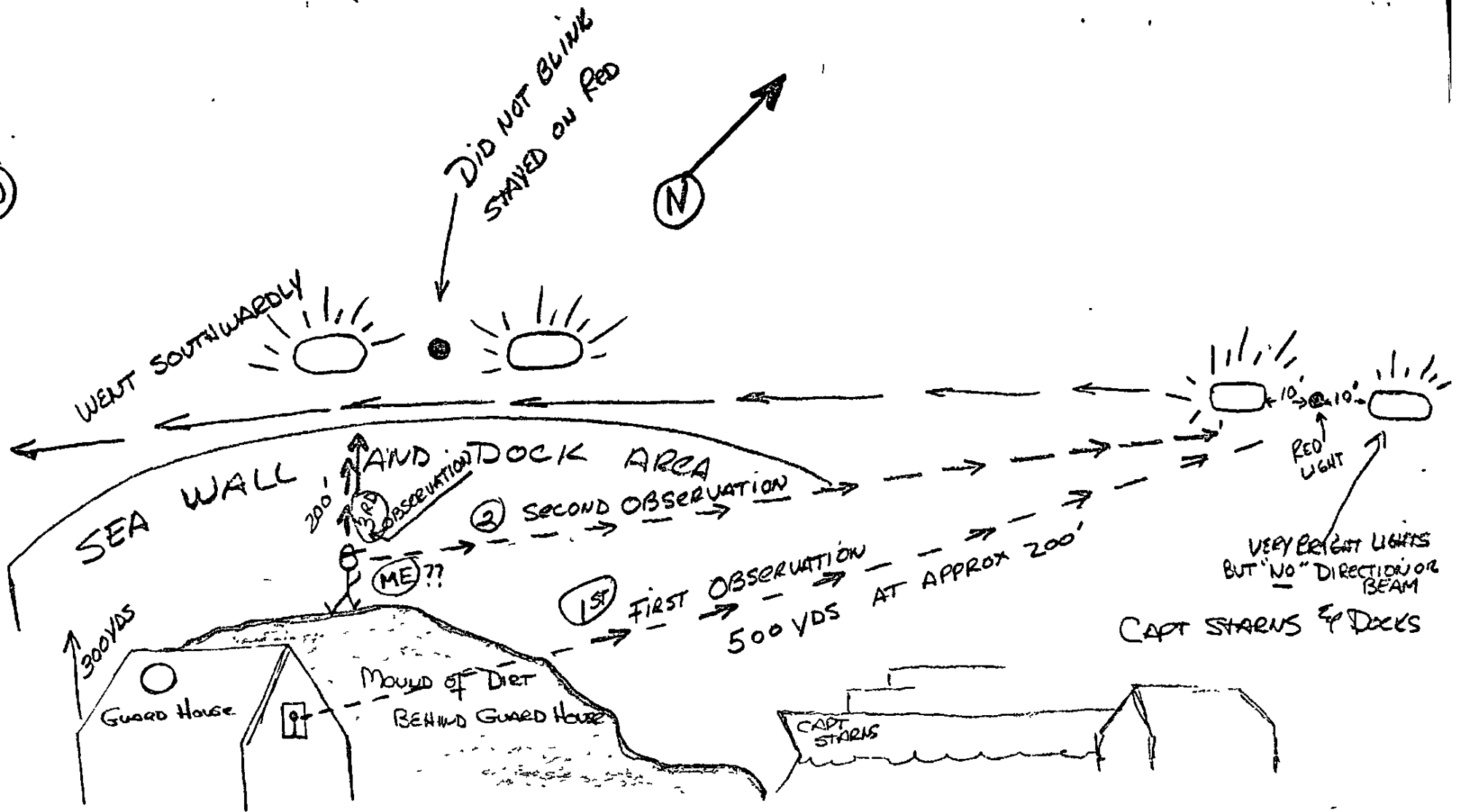
GENERAL CASE (X) ELECTRICAL/MAGNETIC ( ) ANIMAL EFFECTS ( ) PSYCHOLOGICAL/PHYSIOLOGICAL EFFECTS ( )  
LANDING ( ) PHYSICAL TRACES ( ) ARTIFACT ( ) ENTITY CASE ( ) PHOTOGRAPHIC ( ) RADAR ( ) OTHER \_\_\_\_\_

COMMENTS: \_\_\_\_\_

Figure 2

(W)

(N)

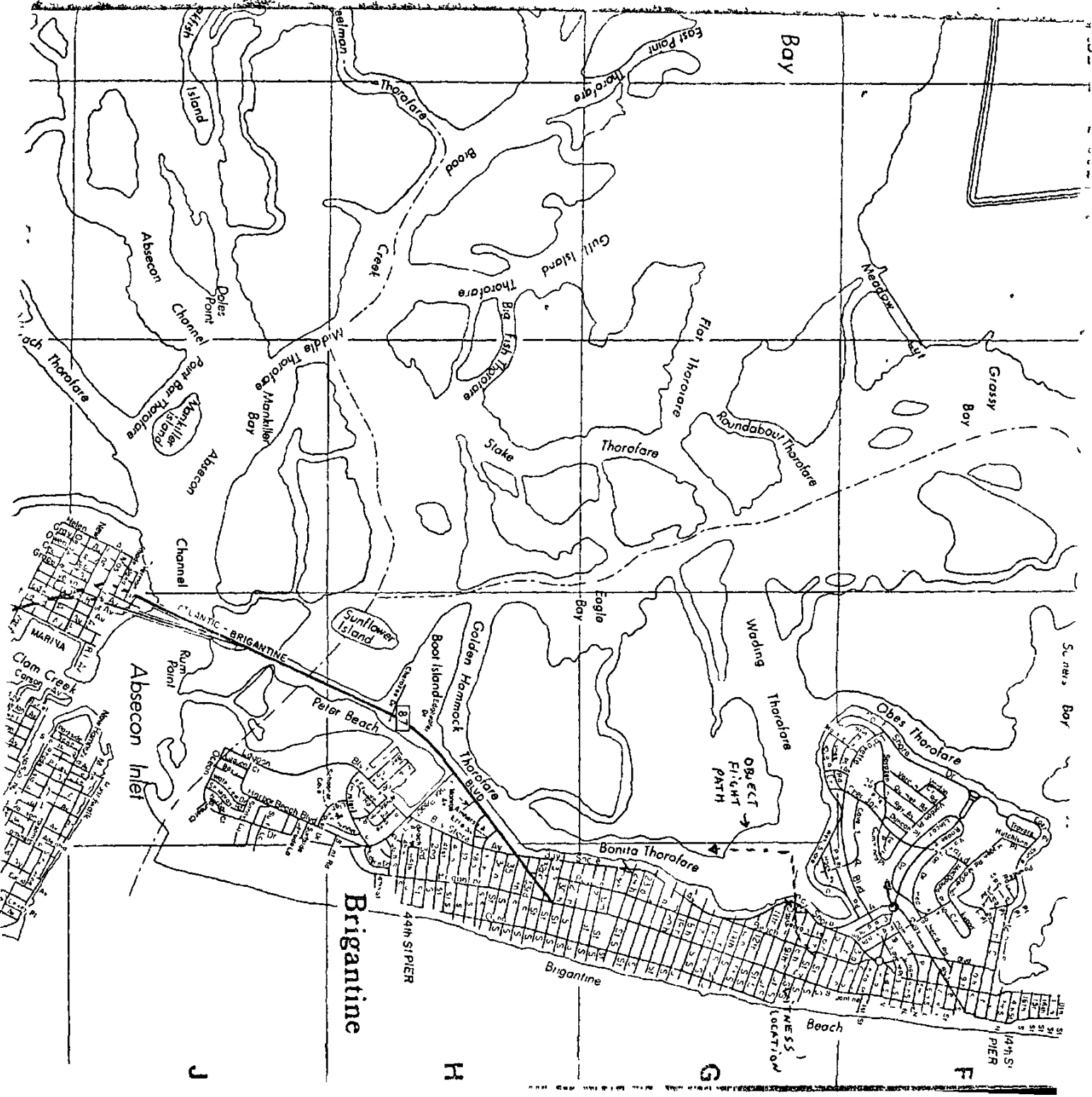


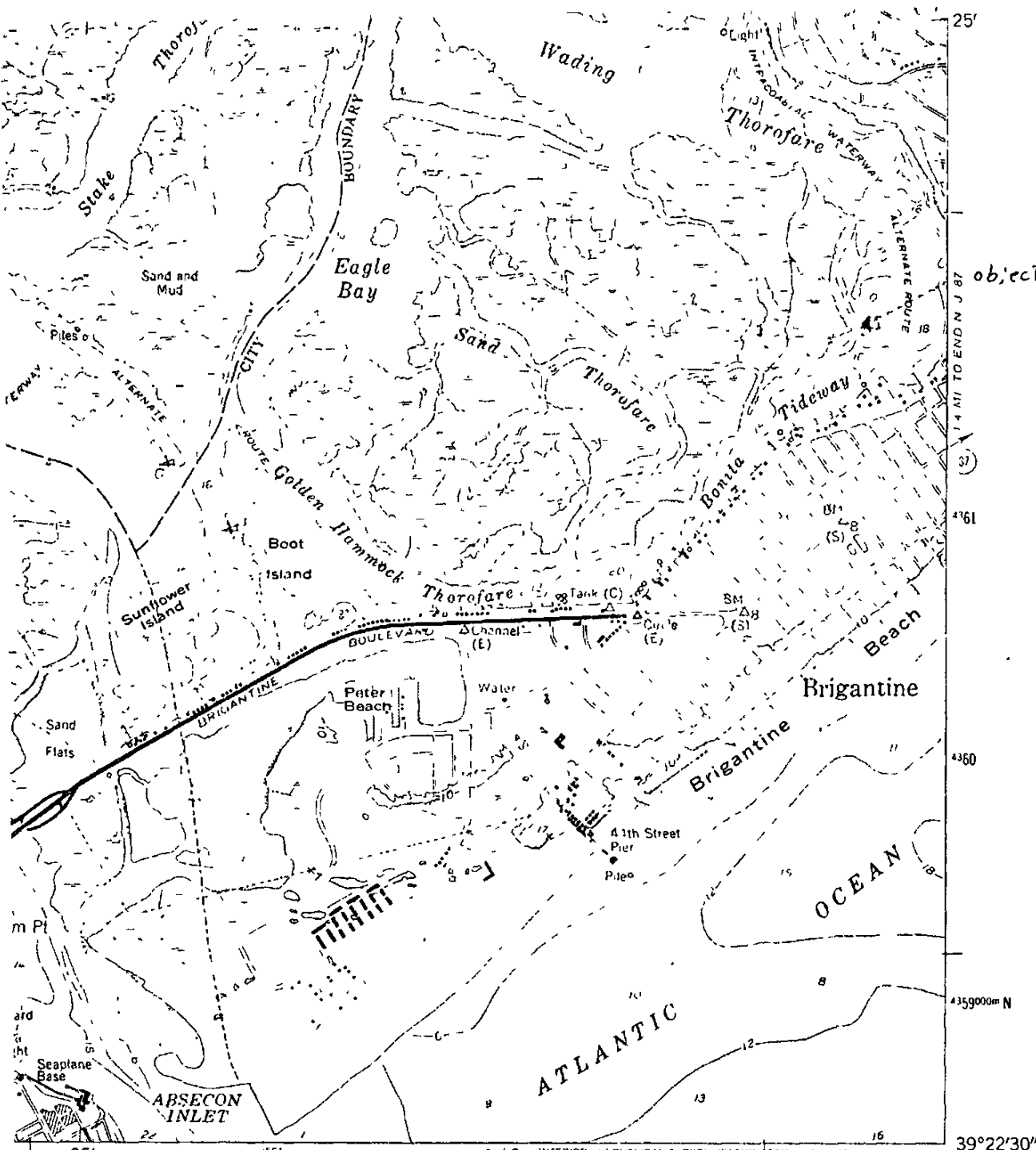
(S)

(E)

DRAWING by Michael P. FRIEL, UFO Sighting, MARCH 6, 1978, ATLANTIC CITY, N.J.

MAP # 1 DET. & MRS. ROBERT HILTNER  
 UFO Sighting Site, Brigantine, N.J  
 MARCH 6, 1978





object flight path

MAP # 2 Det. of Mes. Robert H. Hunter  
 UFO Sighting site, Brigantine, N.J.  
 MARCH 6, 1978

1 MILE



ROAD CLASSIFICATION

Heavy duty		Light duty	
Medium duty		Unimproved dirt	
	U S Route		Slate Route

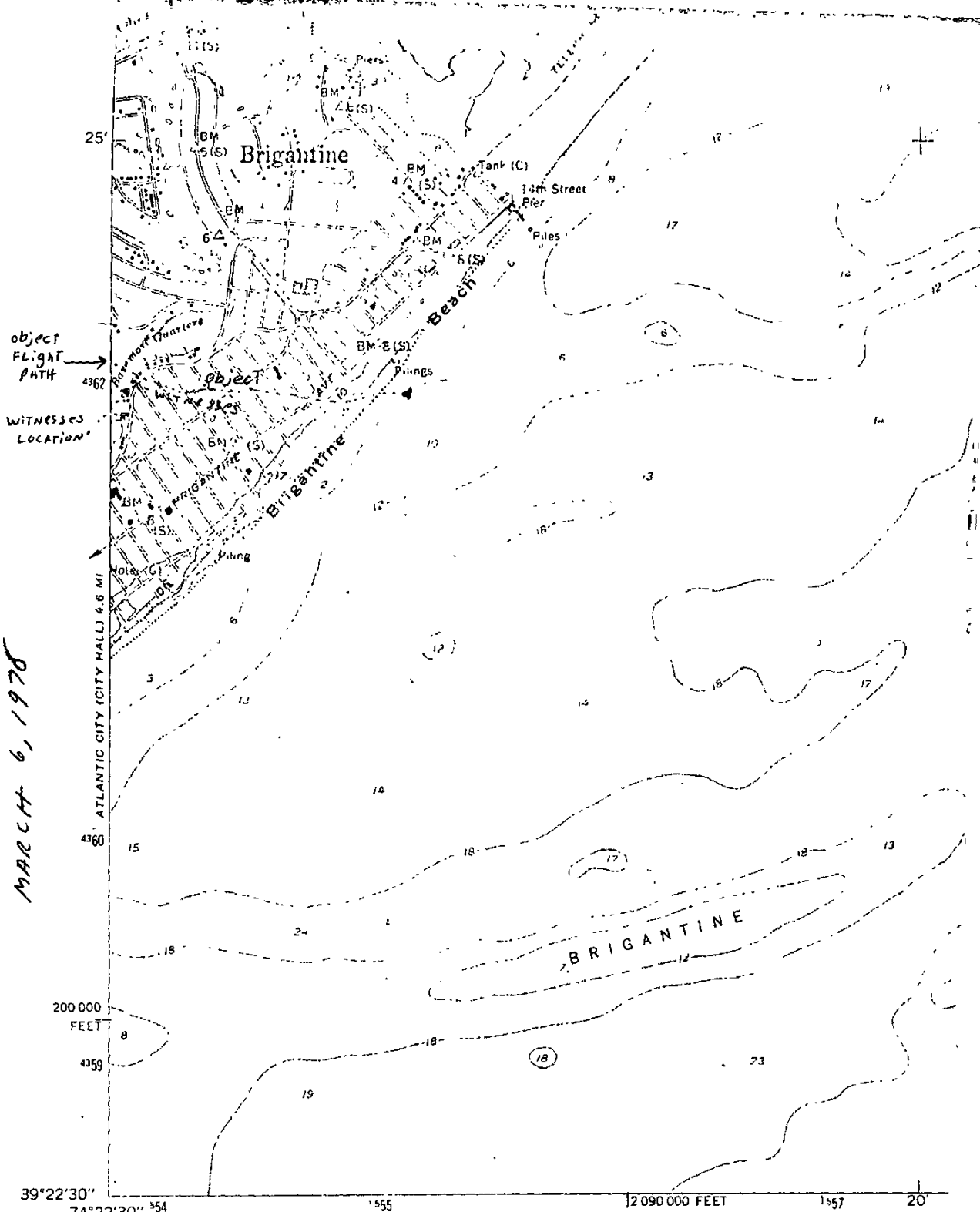
OCEANVILLE, N. J.

N 3922 5—W 7422 5/7 5

1952  
 PHOTOREVISED 1972  
 AMS 6162 IV NW -SERIES V822

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON D C -1973  
 553000m E  
 USC&GS T-9504

MAP #3 Det. & Mrs. Robert Hillman  
 UFO Sighting Site, Brigantine, N.J.  
 MARCH 6, 1978



(ATLANTIC CITY)  
 6162 IV SW

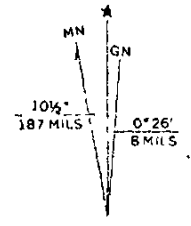
Mapped by the U. S. Coast & Geodetic Survey  
 Edited and published by the Geological Survey

Control by USC&GS (C), USCE (E), and New Jersey  
 Geodetic Control Survey (S)

Culture and drainage in part compiled from aerial  
 photographs taken 1950. Topography from plane-table  
 surveys 1950. Field check 1952. Hydrography from  
 surveys dated 1935, 1936, 1937, and 1950

Polyconic projection 1927 North American datum  
 10,000-foot grid based on New Jersey coordinate system

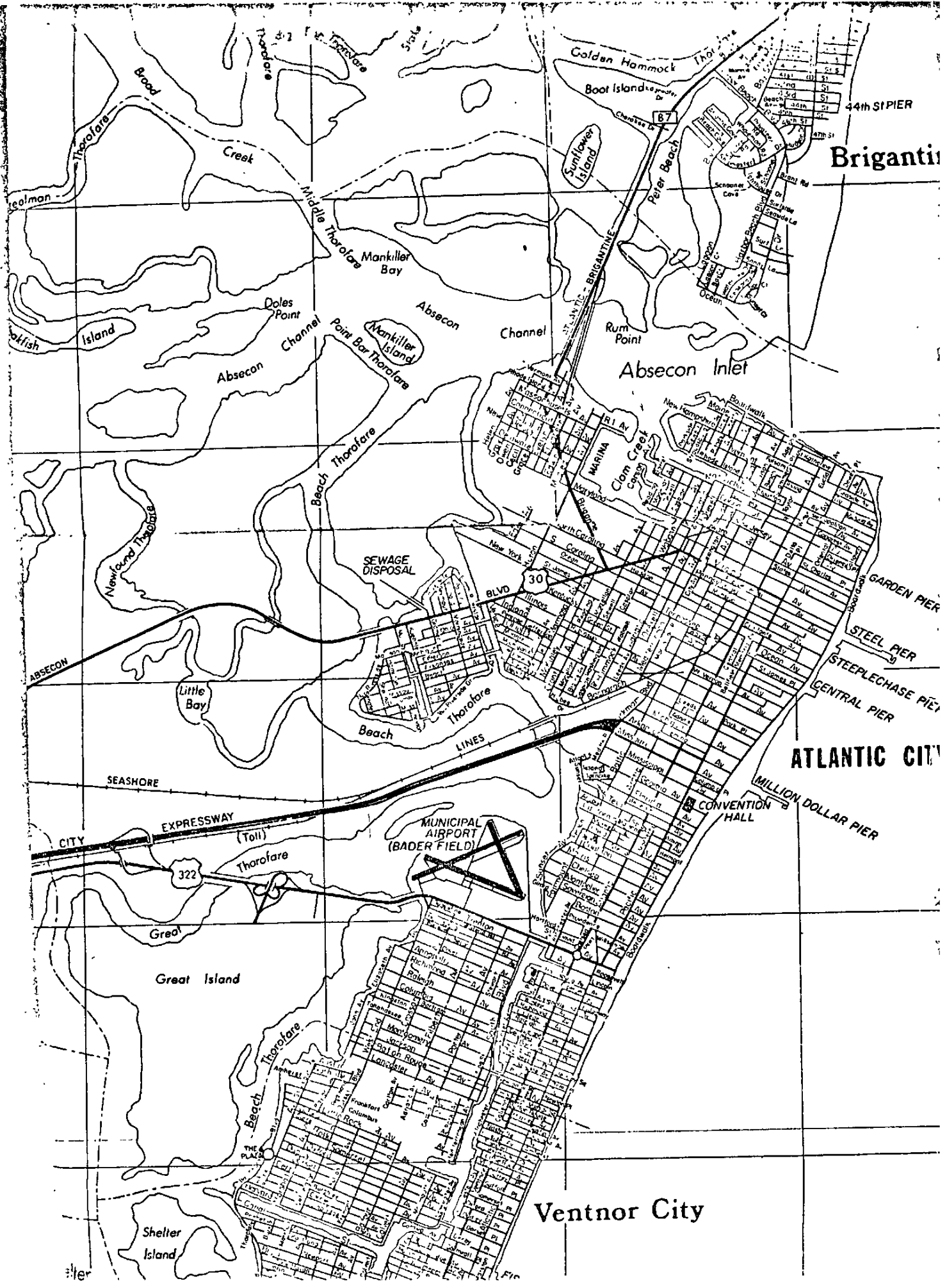
Red tint indicates area in which only



UTM GRID AND 1972 MAGNETIC NORTH  
 DECLINATION AT CENTER OF SHEET

Purple tint indicates extension of urban areas

MAP #1 MICHAEL P. FRIEL UFO SIGHTING, MARCH 6, 1978, ATLANTIC CITY, N.J.



Ventnor City

ATLANTIC CITY

Brigantine

MUNICIPAL AIRPORT (BADER FIELD)

Great Island

SEASHORE

Beach

Thorofare

BLVD 30

SEWAGE DISPOSAL

Little Bay

Beach

Thorofare

Absecon

Channel

Point Bar Thorofare

Mankiller Island

Absecon

Channel

Mankiller Bay

Middle Thorofare

Creek

Boad

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Thorofare

Golden Hammock

Boot Island

Sunflower Island

Rum Point

Absecon Inlet

Channel

RI Av

Clom Creek

Marina

New York St

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

Blvd

44th ST PIER

GARDEN PIER

STEEL PIER

STEEPLECHASE PIER

CENTRAL PIER

MILLION DOLLAR PIER

CONVENTION HALL

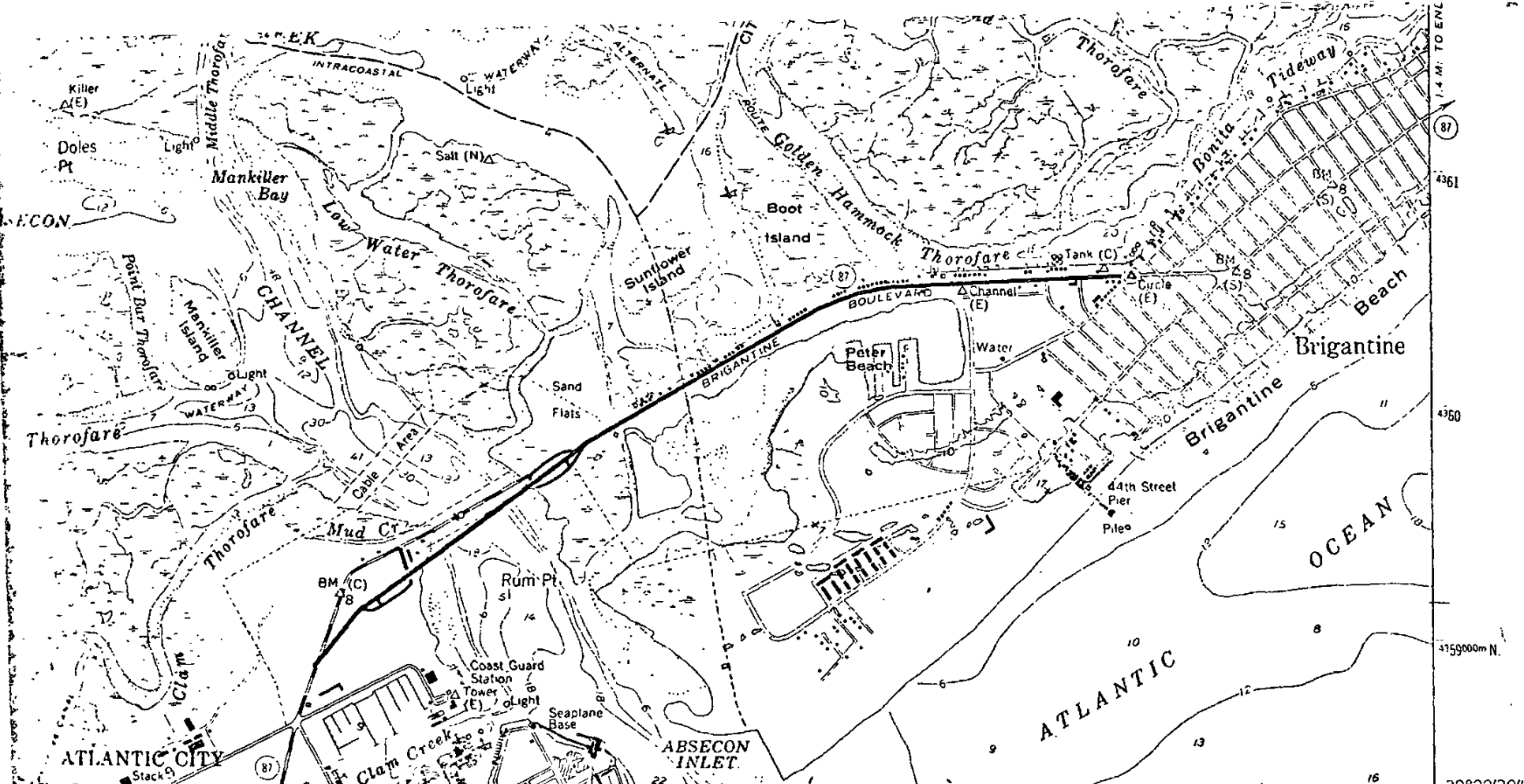
THE PLAZA

CONVENTION HALL

CONVENTION HALL

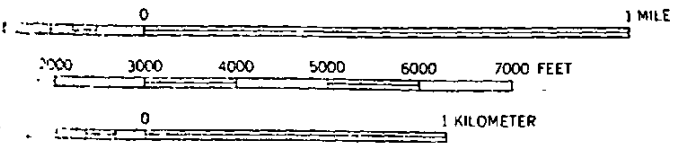
CONVENTION HALL

Shelter Island



ATLANTIC CITY  
Stack (S)  
(ATLANTIC CITY)  
5162 IV SW

SCALE 1:24000



CONTOUR INTERVAL 10 FEET  
 DATUM IS MEAN SEA LEVEL  
 ALL ELEVATIONS IN FEET—DATUM IS MEAN LOW WATER  
 DASHED LINE REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
 THE MEAN RANGE OF TIDE IS 4 FEET  
 WITH NATIONAL MAP ACCURACY STANDARDS  
 GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
 MAP SYMBOLS AND SYMBOLS IS AVAILABLE ON REQUEST



INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C. 1973  
 553000m E 74°22'30" 39°22'30"  
 USC&GS T-9504

ROAD CLASSIFICATION  
 Heavy-duty ————— Light duty - - - - -  
 Medium-duty ———— Unimproved dirt = = = = =  
 U. S. Route (shield symbol) State Route (circle symbol)

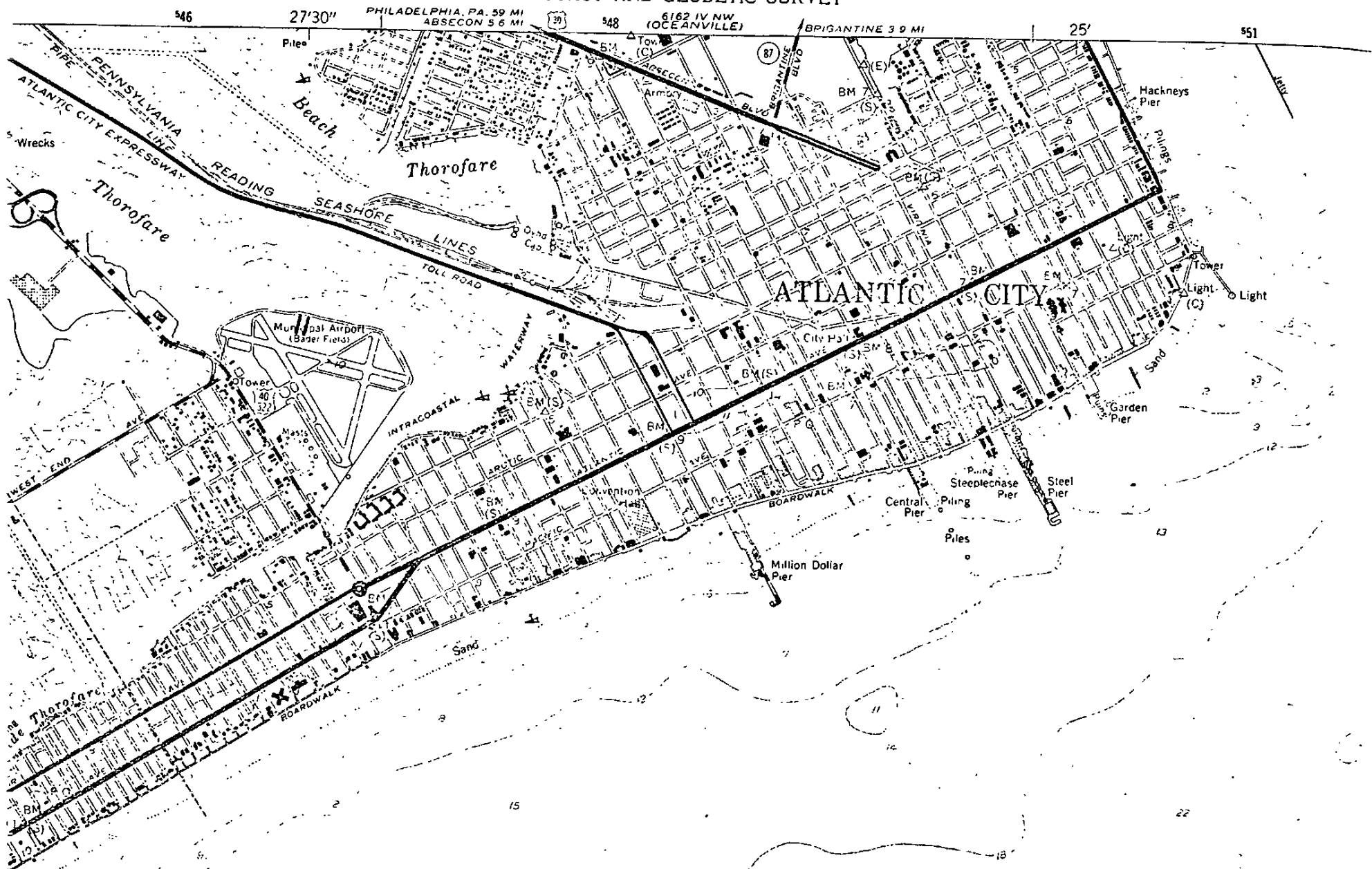
OCEANVILLE, N. J.

N3922.5—W7422.5/7.5

1952  
 PHOTOREVISED 1972  
 AMS 6162 IV NW--SERIES V822

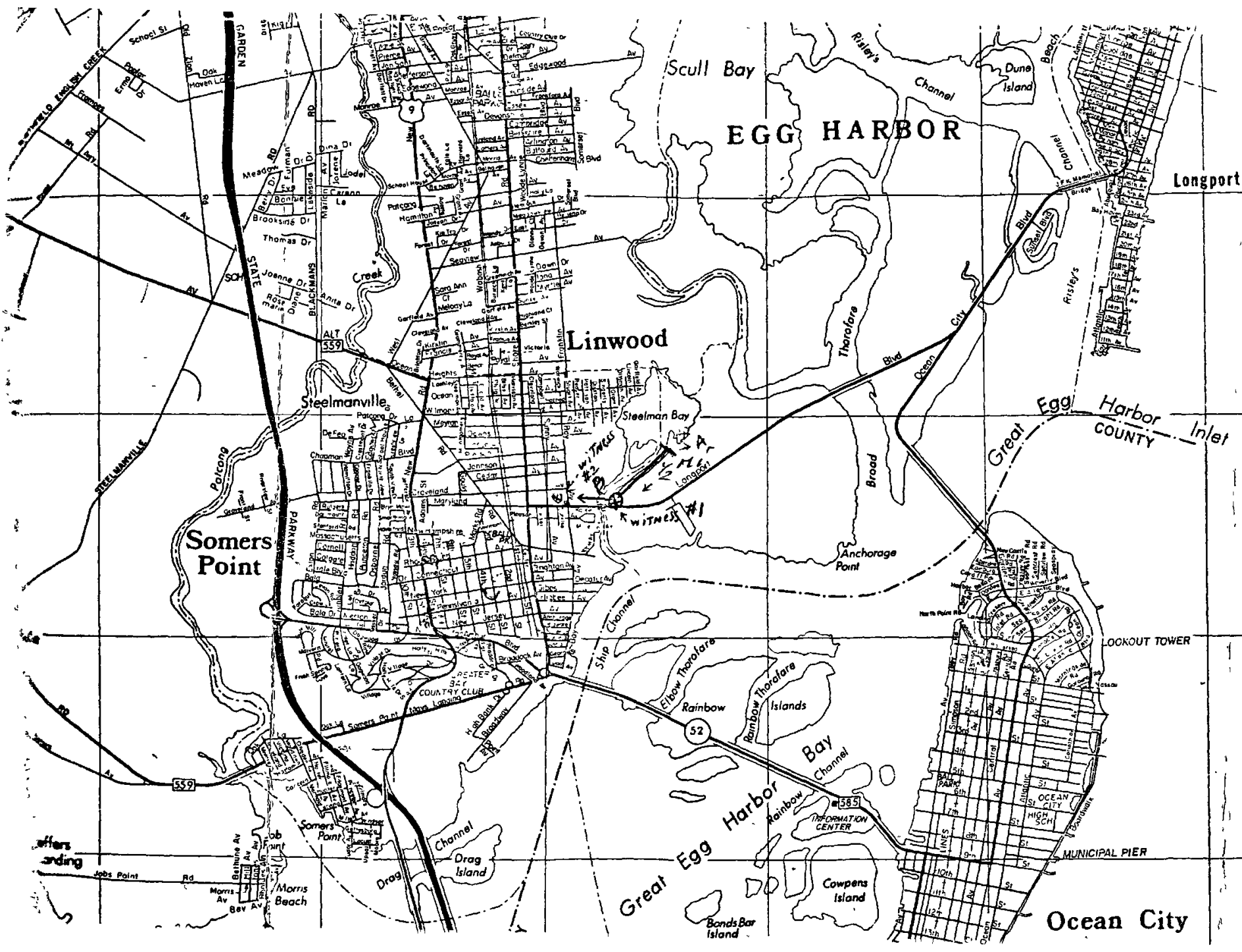
MAP #2 MICHAEL P. FRIEL UFO SIGHTING, MARCH 6, 1978, ATLANTIC CITY, N.J.

UNITED STATES  
DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY



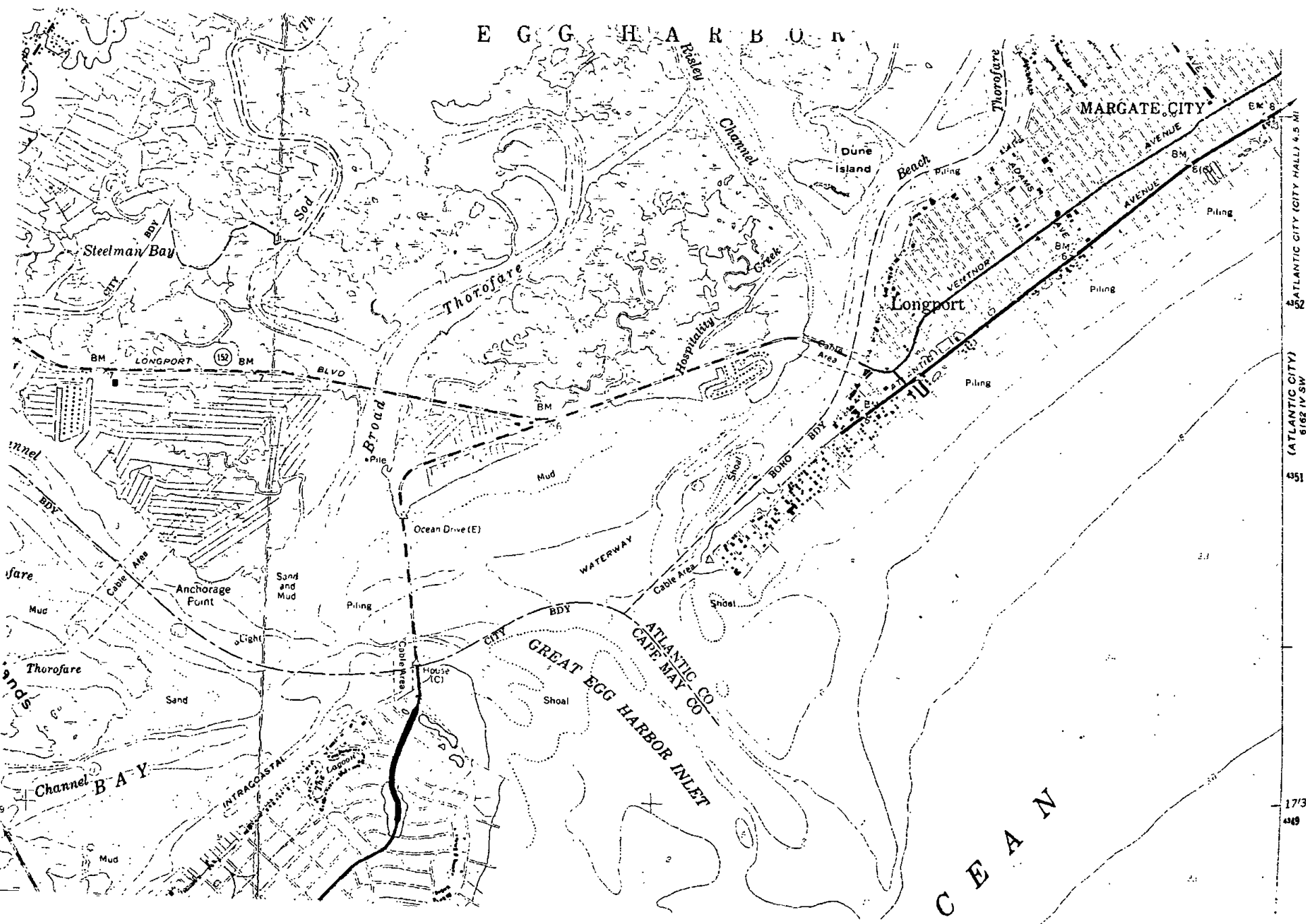
MAP #3 MICHAEL P. FRIEL UFO SIGHTING, MARCH 21, 1978 ATLANTIC CITY, N.J.





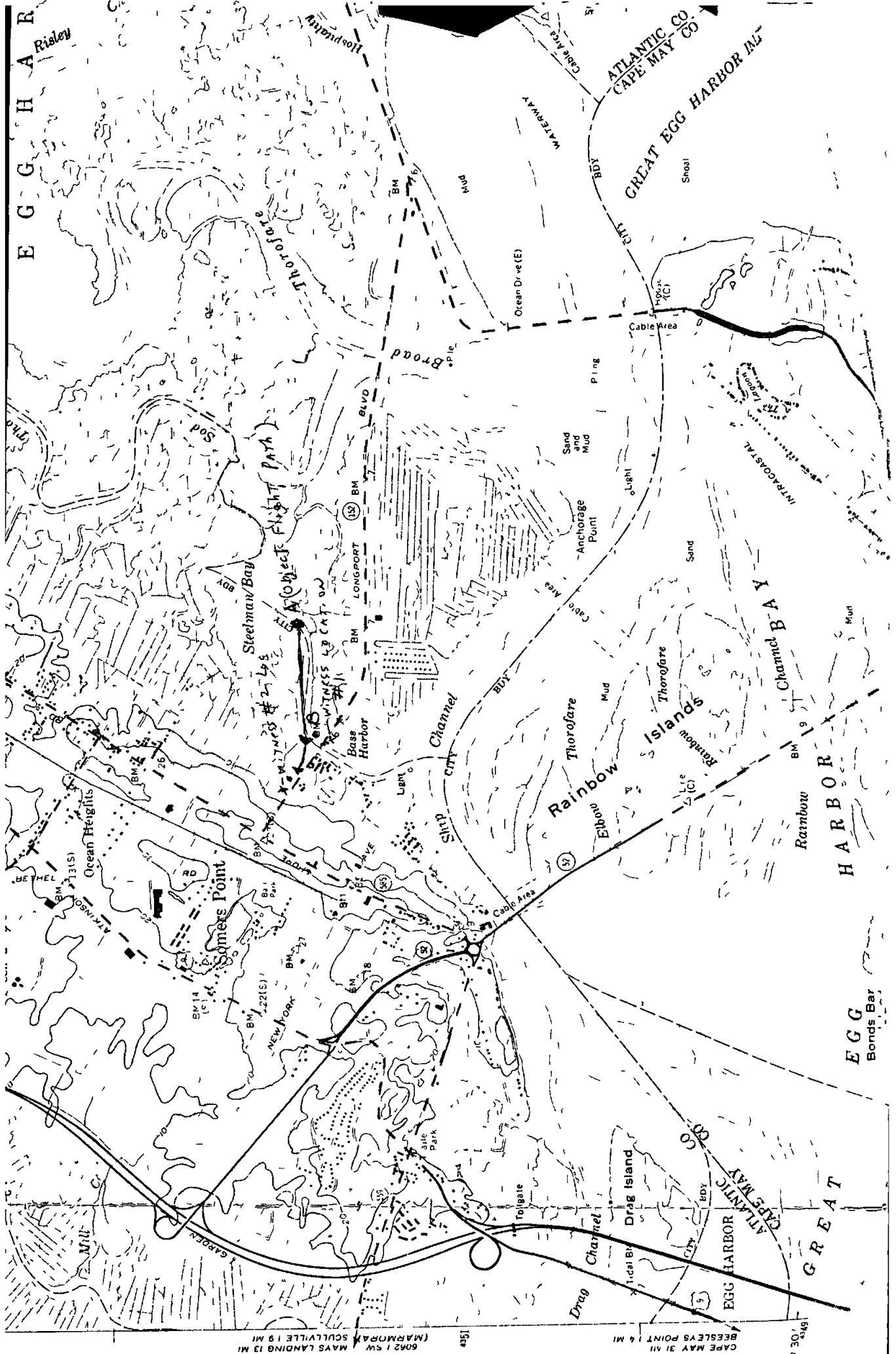
MAP #1 Albert S. Tappeiner & PTL Stanley Ggonowski, Jr.  
 UFO Sighting site, Somers Point, N.J., MARCH 6, 1978

of



MAP #3 Sgt. Albert S. Tappeiner & PTL Stanley Gonowicki, Jr.  
 UFO sighting site, Somers Point, N.J., March 6, 1978





MAP #2 Sgt. Albert S. Trappner & Ptl. Stanley Gyonowski, Jr.  
 UFO sightings site, Somers Point, N.J., March 6, 1978

6062 1 SW MAYS LANDING 13 MI  
 (MARMORA) SCULLVILLE 19 MI  
 4851  
 BEESLEY'S POINT 4 MI  
 CAPE MAY 31 MI  
 17 30' 39"

CHARLES B. GRAY  
Chief of Police



## Police Department

CITY OF SOMERS POINT, N. J.  
CITY HALL

927-6161 -- Phones -- 927-6162

March 7, 1978

### INCIDENT REPORT

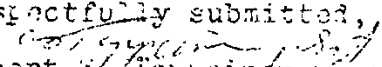
March 6, 1978

04:07 hrs. - The undersigned was on patrol on Maryland avenue at the Bass Harbor Bridge when I observed two bright lights in the sky over the meadows approximately a half mile from my position in line with Ventnor City.

The lights appeared to be an estimated 1,000 feet above ~~ground~~ ground level, and spaced wide apart and were level with each other. They were stationary in the sky and I observed them for ten minutes and they did not move during this time. At first I thought it was an aircraft circling the area for the NAFEC airfield but when they didn't move I became concerned. At this time I was dispatched to an emergency transportation to the hospital and had to leave the area. I then radioed Sgt. Ogonowski in car 44 to go to Maryland and Bay ave. and look over the meadows in the sky and tell me what you see. I then started to move my car and the lights came in toward me at a high rate of speed then slowed up and went over me toward Shore road. I turned off my motor, opened the car door and looked up at the object as it passed overhead. I observed two bright white lights spaced about a hundred feet apart about a thousand feet above ground level. Between the lights I saw an outline of a dark mass between them shaped like an elliptical sphere, similar to a football. I could not make out any detail but did see a distinct outline of the object against the sky. There were no other lights visible on the object which are normally on an aircraft such as red and green running lights. As the object passed over it was moving very slowly and made no sound whatsoever and I heard no engine noise which alarmed me.

I radioed the dispatcher and advised him to call N.A.F.E.C. and check to see if they had any planes in the area or anything on RADAR and then proceeded on my radio call. After this Sgt. Ogonowski radioed the object had just appeared over him on Maryland ave. and he was standing by observing it. After completing the transportation run, I returned to the hall and called NAFEC myself and they confirmed they knew of no large planes in the area and had nothing on radar. The dispatcher then obtained the number of the Government UFO Center and I reported the sighting to them.

cc/ Chief Wislay  
Capt. Bader

Respectfully submitted,  
  
Albert S. Tappeiner, Sgt.

CHARLES B. GRAY  
City Police



# Police Department

CITY OF SOMERS POINT, N. J.  
CITY HALL

927 6161 Phone - 927 6162

Tuesday 3/7/78

To: Capt. Bader  
From: Ptl. Ogonowski  
Subject: Incident report

On Monday morning 3/6/78 at appx. 04:17 AM the below signed officer received a radio transmission from Sgt. Tappeiner, "Head over to the Bass Harbor bridge look out toward Atlantic City and tell me what you see in the sky". My location was on Rte. #9 at this time and I headed my patrol car North on #9 then turned East on Rhode Island Ave.

Upon turning East I looked to the East and observed two bright white lights in the sky they were heading inland from the East. Upon arrival at Maryland Ave. in front of Harry's Inn the lights were overhead. I stopped my patrol car in the middle of the street and got out of the car to better observe the lights.

I looked directly overhead and observed two bright white lights. The lights appeared to be appx. one hundred (100) feet apart and about 1100 or 1200 feet up in the air. The lights were bright and round and had a dark mass or shape between them similar to a sideways cigar. There was no engine noise, no noise whatsoever. There were no other lights one would associate with a aeroplane and no noise. I observed the lights travel inland toward the hospital..

The dispatcher was instructed by the Sgt. to call Nafec and check on planes in the area. It was reported by NAFEC personell that there were no planes on their radar and that they had no planes up or in the area. The NAFEC people gave the Sgt. a phone # to call to report this which the Sgt. Did... The dispatcher was instructed to enter this in the log and the Chief was notified of this incident when he came in at 8:00 AM...

Respectfully Submitted

*Stanley Ogonowski Jr.*  
Ptl. Stanley Ogonowski Jr.

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

---

Airport Traffic Control Tower  
Building 150 Annex, NAFEC  
Atlantic City, NJ 08405



March 23, 1978

Mr. Tom Benson  
P. O. Box 1174  
Trenton, N. J. 08606

Dear Mr. Benson:

I consulted with the controller on duty and the work log for the morning shift of March 6. The log indicates nothing abnormal and the controller did not talk to anyone nor did he observe any targets.

*Robert C. Testa*  
ROBERT C. TESTA  
Chief

CHARLES B GRAY  
Chief of Police



# Police Department

CITY OF SOMERS POINT, N. J.  
CITY HALL

927-6161 - Phones - 927-6162

April 5, 1978

Dear Mr. Benson:

In reply to your letter, dated March 28th, Ptl. Salvatore Armenia was working as dispatcher that night and called the main NAFEC number, (609) 641-8200 and spoke with the switchboard operator who did not give his name, only answered "NAFEC". The time of this call was 4:09 AM. The switchboard operator stated to Ptl. Armenia that he would check with RADAR and see if there was anything on the screen. He came back on a minute later and stated "Nothing on RADAR and we have nothing flying. There has been nothing in the area for over an hour." I checked our tape recorder to obtain the above information, as all phone calls to and from the Dept. are recorded.

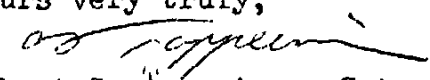
I personally called NAFEC at approximately 4:15 AM and spoke with the same person and received the same information.

Ptl. Armenia obtained the number for the National UFO Center, Evansville, Illinois, (800) 621-7725. This is a police "hot line", according to a card which was posted in the dispatch area.

If there is any other information I can furnish or anything I can assist you with, please do not hesitate to contact me.

There is a possibility that the person who gave us the information at NAFEC may have violated some rule by divulging same to us. That is the only reason I can conceive for them denying they spoke with us.

Yours very truly,

  
Albert S. Tappeiner, Sgt.  
Somers Point Police Dept.  
City Hall,  
Somers Point N.J. 08244



B. L. England Station  
P.O. Box 63  
Marmora, N. J. 08223

April 18, 1978

Mutual UFO Network, Inc.

P.O. Box 1174

Trenton, N. J. 08606

Attn: Mr. Tom Benson  
N.J. Section Dir.

Dear Mr. Benson:

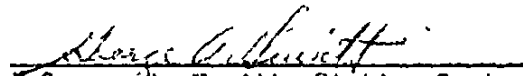
I do recall the newspaper article that you refer to on March 9, 1978.

We did question operating personnel on duty at the time (8:30 PM on 3/4/78) as to sightings of strange objects but negative answers were received. This would not be unusual because all but the gate watchman are normally within the building enclosure.

There were no unusual events recorded in the Shift Supervisors log books that would indicate any abnormal conditions.

Please advise if any further information needed.

Yours very truly,

  
George A. Hewitt, Station Supt.

/b



March 6, 1978 UFO Report

Police Department Personnel Contacted

<u>Jurisdiction</u>	<u>Name and Position</u>	<u>Remarks</u>
Somers Point, N.J.	Sgt. Albert Tappeiner	Witness
Somers Point, N.J.	Ptl. Stanley Ognowski	Witness
Atlantic City, N.J.	Ptl. Michael Carson	Referred me to Det. Hiltner
Atlantic City, N.J.	Det. Robert Hiltner	Witness
Longport, N.J.	Capt. Sam Cianci	No Reports
Mergate, N.J.	Sgt. Garry Breland	No Reports
Ventnor, N.J.	Mrs. Anne Murray	No Reports
Brigantine, N.J.	Dispatcher Richard Nugent	No Reports

WITNESS LIST
































































March 6, 1978 UFO sighting reports:

Sgt. Albert S. Tappeiner	137 West Johnson Ave. Somers Point, N.J. 08244	609-927-6161
Ptl. Stanley Ogonowski, Jr.	114 Kirklín Ave. Linwood, N.J. 08241	609-927-6409
Det. Robert Hiltner	129 Lincoln Drive Brigantine, N.J. 08203	609-266-8210
Margaret Hiltner	same as above	same as above
Mike Friel	President Towers Mezzanine #9 Atlantic City, N.J. 08401	609-344-5048
Charles Rabey	2302 Raymond Drive Northfield, N.J.	609-641-2160
Mr. L.P. Ellis Jr.	Cedar Avenue Somers Point, N.J. 08244	609-927-6646

---

Other Recent Area Sightings:

Mary Lee March 4, 1978	Shore Road & Ocean Ave. Somers Point, N.J. 08244	609-927-0816
Grace Jacoby March 1, 1978	Pierce's Point Road Dias Creek, N.J.	609-465-5842

	A	B	C	D	E	F	G	
1								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
	A	B	C	D	E	F	G	

v

MARCH 1978  
 ATLANTIC CITY, NEW JERSEY  
 NATIONAL WEATHER SERVICE DFC  
 AVIATION FACILITIES EXPER CNTR

# Local Climatological Data

## MONTHLY SUMMARY



LATITUDE 39° 27' N LONGITUDE 74° 34' W ELEVATION (GROUND) 64 FT. STANDARD TIME USED: EASTERN GSN W03730

DATE	TEMPERATURE °F				DEW POINT		WIND		PRECIPITATION		WIND		SUNSHINE		SKY COVER		MOON					
	MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	AVERAGE	DEW POINT	HEATING INDEX	COOLING INDEX	WIND DIRECTION	WIND SPEED	WIND DIRECTION	WIND SPEED	MINUTES	PERCENT OF POSSIBLE	PERCENT	TO SUNSET		TO MOONRISE				
1	32	20	26	-11	16	39	0	1	0.05	T	0.7	29.91	36	5.3	5.9	12	33	37	5	10	9	1
2	32	20	26	-11	16	39	0	1	0	T	0	30.13	30	8.8	9.9	15	29	544	80	3	4	2
3	34	20	27	-10	18	38	0	1	0.05	T	0.0	29.70	03	5.4	11.1	18	36	0	0	10	8	3
4	33	19	26	-11	11	39	0	0	0	T	0	29.64	31	16.1	16.9	25	31	590	86	6	6	4
5	27	10	18	-19	1	46	0	0	0	T	0	30.04	28	12.6	13.2	18	28	646	84	0	0	4
6	33	11	22	-16	4	43	0	0	0	T	0	30.07	29	10.8	11.4	19	30	633	82	0	0	2
7	34	11	23	-15	8	42	0	0	0	T	0	30.26	32	8.2	8.9	15	32	582	85	7	8	7
8	31	27	29	-9	13	36	0	1	1.0	T	1.7	30.23	04	8.2	8.9	14	07	0	0	10	10	6
9	38	28	33	-6	23	32	0	1	0.05	T	0.05	29.99	03	3.6	5.6	10	03	215	31	10	10	6
10	39	34	37	-2	28	28	0	1	0.03	T	0.03	29.58	02	10.2	10.6	17	03	0	0	10	10	10
11	46	29	39	0	32	26	0	0	0	T	0	29.91	27	5.8	6.6	14	20	540	77	3	3	11
12	55	28	47	7	31	18	0	0	0	T	0	29.79	24	3.5	8.1	14	20	327	46	8	8	12
13	48	33	40	0	26	25	0	0	0	T	0	30.18	06	6.3	8.8	14	07	934	75	8	8	13
14	56	36	46	6	41	19	0	2	1.42	T	1.42	29.80	16	12.8	17.1	19	17	6	1	10	7	14
15	55	32	44	3	33	21	0	0	0	T	0	29.83	29	11.8	12.4	21	30	611	86	3	3	15
16	37	30	34	-7	24	31	0	1	0.04	T	1.7	29.80	03	7.0	9.4	14	02	209	28	6	9	16
17	38	27	33	-6	20	32	0	1	0	T	0	29.89	30	7.4	8.3	13	27	526	73	4	5	17
18	37	22	30	-12	13	35	0	1	0	T	0	30.17	30	4.6	8.0	14	21	561	76	4	3	18
19	63	34	49	7	25	16	0	0	0	T	0	29.84	24	13.7	18.1	23	22	428	58	6	5	19
20	47	27	37	-5	21	28	0	0	0	T	0	30.27	13	2.6	6.2	14	10	646	80	2	4	20
21	67	40	54	11	40	11	0	0	0	T	0	29.88	18	10.9	12.4	23	20	608	83	7	8	21
22	50	42	50	7	34	15	0	0	0.08	T	0.08	29.89	27	9.6	11.4	21	28	702	86	0	0	22
23	68	43	56	13	34	9	0	0	0	T	0	29.95	22	7.4	8.2	17	25	490	67	7	6	23
24	54	40	47	3	28	18	0	0	0	T	0	30.13	01	8.7	9.4	14	02	209	28	6	9	24
25	40	34	37	-7	22	28	0	0	0.01	T	0.01	30.37	07	12.8	13.7	20	08	65	0	10	10	25
26	50	37	44	0	40	21	0	1	0.85	T	0.85	30.05	09	14.9	15.2	23	10	0	0	10	10	26
27	62	47	55	10	48	10	0	2	0.08	T	0.08	29.67	28	4.5	8.6	15	27	328	44	8	8	27
28	58	40	49	4	35	16	0	0	0	T	0	29.84	27	9.0	10.6	17	26	674	80	2	3	28
29	64	36	52	7	32	13	0	0	0	T	0	29.88	30	7.5	10.6	18	32	689	82	7	4	29
30	50	28	39	-7	23	26	0	0	0	T	0	30.08	33	7.8	8.1	14	38	717	85	0	1	30
31	59	32	45	-1	27	20	0	0	0	T	0	30.03	26	6.0	6.8	13	21	680	80	8	8	31

SUM		AVERAGE		TOTAL		NUMBER OF DAYS		PRECIPITATION		WIND		SUNSHINE		SKY COVER	
444	918	29.6	39.1	826	0	17	8.1	29.96	31	3.1	10.3	38	17	2232	57
45.6	29.6	39.1	-3.0	85	0	0.06								2232	57

\* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.  
 † TRACE AMOUNT  
 ‡ ALSO ON AN EARLIER DATE, OR DATES.  
 HEAVY FOG - VISIBILITY 1/4 MILE OR LESS.  
 FIGURES FOR WIND DIRECTIONS ARE IN TERMS OF DEGREES CLOCKWISE FROM TRUE NORTH. 00 = CALM.  
 DATA IN COLS. 6 AND 12-16 ARE BASED ON 7 DR

MORE OBSERVATIONS PER DAY AT 3-HOUR INTERVALS. FASTEST WIND SPEEDS ARE FASTEST OBSERVED ONE-MINUTE VALUES WHEN DIRECTIONS ARE IN TERMS OF DEGREES. THE / WITH THE DIRECTION INDICATES PEAK GUST SPEED.  
 ANY ERRORS DETECTED WILL BE CORRECTED AND CHANGES IN SUMMARY DATA WILL BE ANNOTATED IN THE ANNUAL SUMMARY.

### SUMMARY BY HOURS

HOUR	WIND DIRECTION	WIND SPEED	TEMPERATURE			RELATIVE HUMIDITY %	WIND SPEED	DIRECTION	WIND SPEED
			AIR °F	WET BULB °F	DWPT °F				
01	8	29.97	34	31	23	64	7.6	31	2.3
04	6	29.96	33	30	22	65	8.3	33	2.7
07	6	29.99	33	29	21	63	8.8	29	2.3
10	6	30.00	41	35	25	65	13.3	33	3.9
13	6	29.96	44	37	26	52	13.6	31	4.3
16	6	29.93	45	37	27	53	12.5	30	4.7
18	6	29.95	39	34	24	58	9.8	29	2.9
22	6	29.97	37	32	24	62	7.9	30	2.4

### HOURLY PRECIPITATION (WATER EQUIVALENT IN INCHES)

HOUR	A. M. HOUR ENDING AT												P. M. HOUR ENDING AT											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
1																								
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OBSERVATIONS AT 3-HOUR INTERVALS

Main data table with columns for HOUR, VISIB, WIND, TEMPERATURE, etc., organized by day (DAY 01 to DAY 31).

NOTES
CEILING
UNL INDICATES UNLIMITED

WEATHER
\* TORNAOO
T THUNDERSTORM
O SQUALL
R RAIN
RM RAIN SHOWERS
ZR FREEZING RAIN
L DRIZZLE
ZL FREEZING DRIZZLE
S SNOW
SP SNOW PELLETS
IC ICE CRYSTALS
SM SNOW SHOWERS
SO SNOW SHOWERS
IP ICE PELLETS
R HAIL
F FOG
IF ICE FOG
GF GROUND FOG
BO BLOWING DUST
BM BLOWING SAND
BS BLOWING SNOW
BT BLOWING SPRAY
K SMOKE
M HAZE
D DUST

WIND
DIRECTIONS ARE THOSE FROM WHICH THE WIND BLOWS INDICATED IN TERMS OF DEGREES FROM TRUE NORTH: 1 E 09 FOR EAST, 18 FOR SOUTH, 27 FOR WEST, ENTRY OF 00 IN THE DIRECTION COLUMN INDICATES CALM
SPEED IS EXPRESSED IN KNOTS; MULTIPLY BY 1.15 TO CONVERT TO MILES PER HOUR

STATION YEAR & MONTH
ATLANTIC CITY N J 78 05

U.S. DEPARTMENT OF COMMERCE
NATIONAL CLIMATIC CENTER
FEDERAL BUILDING
ASHEVILLE, N.C. 28801

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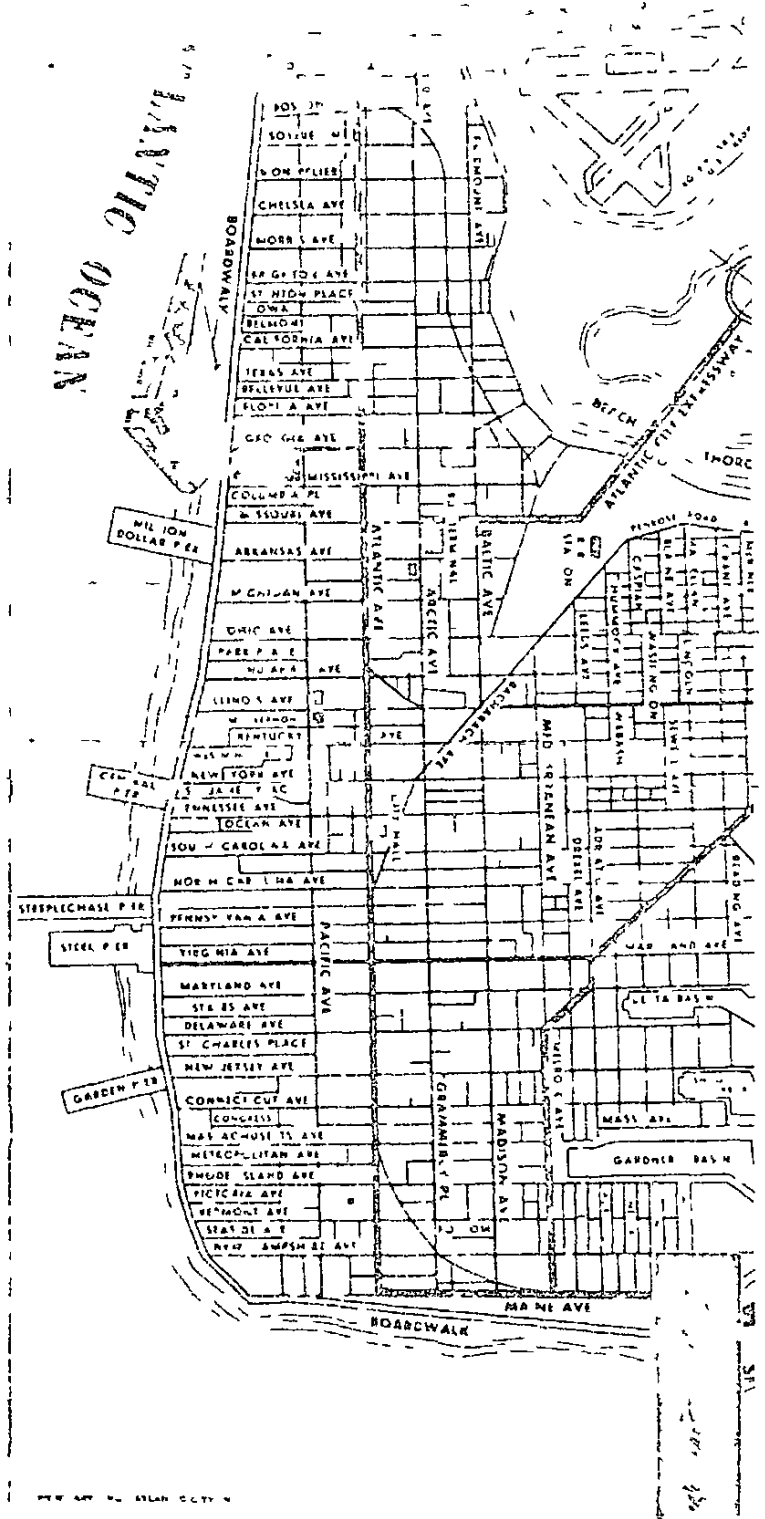
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## WELCOME TO HISTORIC GARDNER'S BASIN!

The area in which you are standing boasts over 200 years of history. It is the location of the original Atlantic City settlement and it was here that the New Jersey oyster fleet, which once was the world's largest, was born.

Long before Atlantic City became the world famous resort it is today, the Leni Lenape Indians, a branch of the Delaware Tribe, paddled their hollowed tree trunk and bark canoes throughout the South Jersey meadowlands and fished and clammed off the Atlantic City beaches.

Our country's pioneers found the South Jersey waters more bountiful than New England's, and the temperate climate so attractive that the first colonies spread quickly to this area.

Atlantic City is at the northern tip of a twelve mile long island. Its adjacent inlet, Absecon-Inlet, is one of the finest along the Jersey shore. It was used extensively during the Revolutionary War by privateers who forayed out of the harbor's shelter attacking the British merchants.

This inlet area was also a prime center of rum-running activities during prohibition.

Historic Gardner's Basin is named after John Gardner, who was a New Jersey State Senator in 1878 and Mayor of Atlantic City in 1868. Gardner was responsible for the dredging of the lagoon next to the maritime village.

Now in its third year, the 15 acre village is quickly growing into one of the most extensive maritime preservation facilities in the nation.

Historic Gardner's Basin is operated by the Atlantic City Historical Waterfront Foundation, a non-profit corporation, and is dependent upon your admission fee, private donations and grants for sustenance.

The following is the suggested tour of the grounds which is identified on the numbered map provided you.

WE HOPE YOU ENJOY YOUR VISIT . . .



- 1) Beginning at the Visitor's Center, this white steel structure you are standing next to is one of the original Pilot Houses from the first Cape May, NJ - Lewis, Delaware Ferry (#18). The five houses before you are over 100 years old and have been relocated to their present sites from along the Atlantic City waterfront. They represent the architectural style true to Atlantic City's origins and once housed the "working family" and its dockside business.
- 2) Just to your left, the mini-submarine is actually a "research submersible" constructed for salvaging efforts on the Andrea Doria. Aside it is a sixteen foot sculpture of King Neptune, one of many art pieces dotting the grounds. (#12)
- 3) Turn right and walk straight. The house you are passing (#31) is the fifth 100 year old relocated home. Note the sharp, four gabled roof and the cedar siding traditional of the 18th century. This structure soon will be restored to house additional maritime history exhibits. Before you, to the right, is the Gardner's Basin Shipyard, the center of restoration work on the many historic craft (#20).
- 4) The building in the yard (#32) houses the last working black smith shop in New Jersey where we hand forge the many iron parts needed for ship repair.
- 5) Of notable craft in the yard, the Spindrift (#34) is the oldest yacht in the United States, constructed in 1882. The boat in the rear of the yard, the Falcon, is Morton Johnson's personal catboat, constructed in 1899. Johnson designed the catboat in New Jersey and its trim lines and sleek sailing ability were to become world renowned. The white fiberglass whale boat once was a utility boat on the U.S.S. Massey, a WW II vintage destroyer. The blue wooden surf boat is reputed to have been used by the United States Life Saving Service off Atlantic City beaches in 1920. The ribbed hull is an educational exhibit of a schooner under construction.
- 6) Walking out of the yard toward the docks, the building on your right houses an aquarium of local fish species (#24) and a laboratory run by the Oceanic Society, Mid-Atlantic Region, which is involved in sea-life research at Historic Gardner's Basin. (#25) (You'll also find the rest rooms here - #6.)
- 7) The 18 foot sculpture you are passing was carved by Peter Toth during the Bicentennial. It is New Jersey's representative of Toth's fifty state tribute to the American Indian. (#21)
- 8) The large blue ship in front of you is a decommissioned U.S. Coast Guard Lightship which was last stationed off Boston Harbor. Board the ship and examine its decks and brass Pilot House, and enjoy the view of the Basin, the Senator Frank Farley State Marina, the Coast Guard Station and the Brigantine Bridge. (#5)

- 9) The small cedar shake sided building is the headquarters and exhibit of the first Marine Mammal Stranding Center on the east coast. Its members attempt to rescue all beached whales, seals, porpoises and dolphins in South Jersey, and nurse them back to health through the cooperation of local veterinarians. An autopsy is performed on the mammals that can't be saved and the skeleton is donated to the Smithsonian Institution for research. (#23)
- 10) Walking to the left, the Cormorant (#29) is a replica Pilot Schooner owned by the Down Jersey Marine Historical Society, the Basin curators. This ship is similar to those used by the privateers during the revolution. In regard of this fact, the United States Congress issued a "Letter of Marque" for the ship during the Bicentennial, making it the only licensed privateer in the U.S. and giving it the first such marque since the War of 1812. (We have outfitted her with six cannon in case duty calls.)
- 11) The Russel A. Wingate (#28) is the last of its breed of Bugeye Oyster Katches and the largest Bugeye Ketch known. It was constructed in 1901 and is presently being restored to its original sailing condition which will be nearly 100 feet long overall when completed.
- 12) The visitor can see the Atlantic City area as it was before settlement by taking a back bay ecological cruise aboard the Ecologist (#9). A guide provides a colorful description of the various shore birds seen during each trip. Cruises run hourly beginning at 11 am.
- 13) Outside the Flying Cloud Cafe you will find the only traditional Lobster Bake this side of Maine (#27). Feel Free to choose your lobster, see him steamed in a big black iron caldron and then tackle him over a mug of lowenbrau, being as messy as you like. The Cafe itself offers excellent sea food in a very quaint atmosphere accented by folk music. The building was constructed at the turn-of-the-century for a commercial clamming operation. It then was occupied by the Navy during WW II, which ran PT Boats out of the Gardner's Basin slips to rescue downed flyers. (#2)
- 14) The tall ship berthed behind the restaurant is the Young America. The 130 foot Brigantine is the largest passenger carrying square rigger in the United States, accomodating 70 people. The ship offers daily ocean going sails to the public. Times for the three hour sails are: 11 am to 2 pm; 3 pm to 6 pm and on Friday and Saturday evenings, 7 pm to 10 pm. Ticket prices are: \$10.00 for adults and \$5.00 for children. Group, family and charter rates are available. (#3)
- 15) The clipper ship you see is a 215 foot replica of the Flying Cloud. The original Cloud, constructed in 1853, set the record as the fastest ship to sail from New York to San Francisco, around Cape Horn.

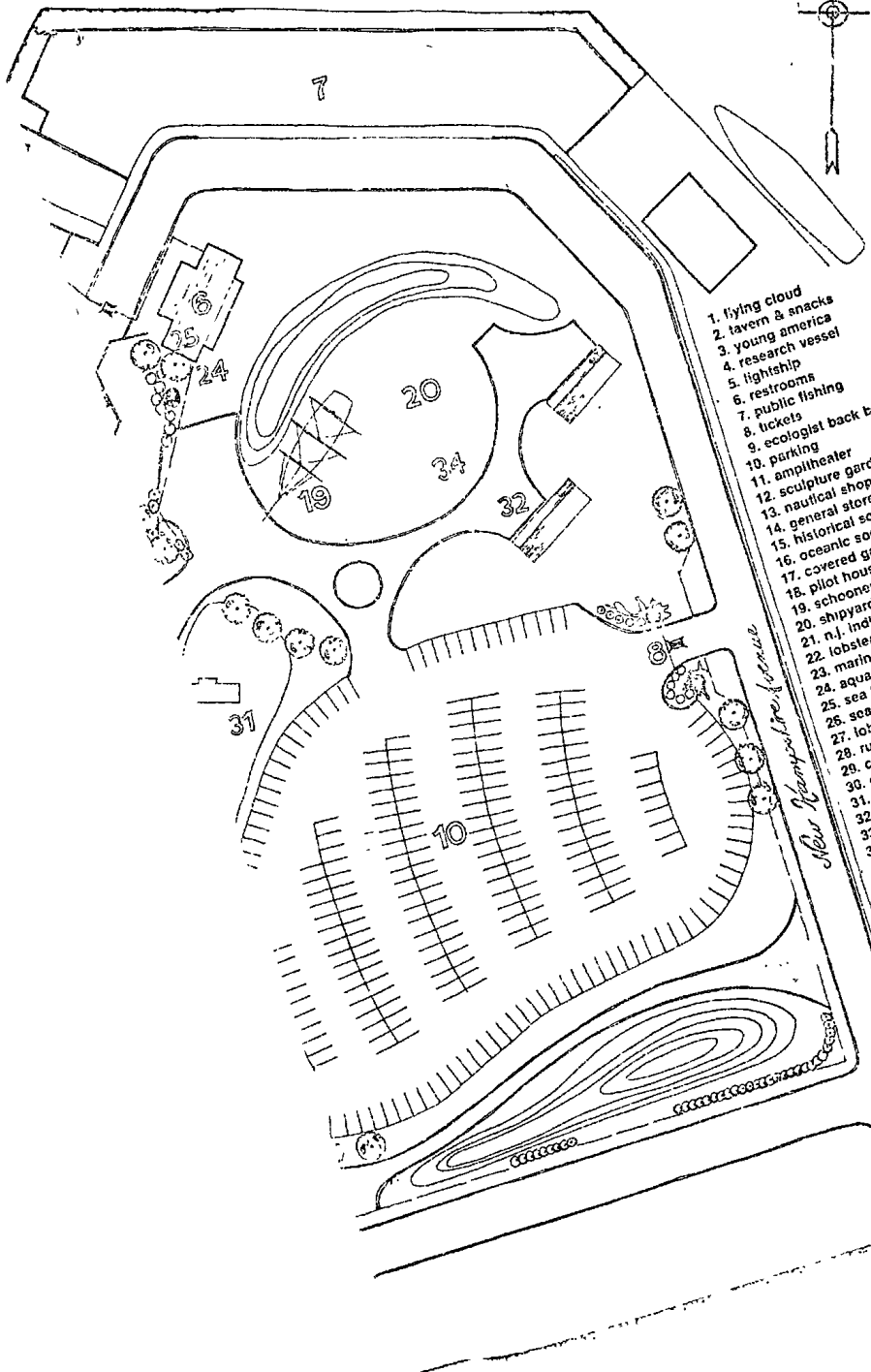
The Flying Cloud's 89 day, 21 hour feat was only tied twice, once by the Cloud herself. Board the ship and imagine what life was like for the seafarer a century ago. Go below decks for the multi-media show on maritime history and check the schedule for this week's sailing film. (#

- 16) At the stern of the Flying Cloud find Alfie the sea lion. Alfie is twelve years old and weighs 400 pounds. He retired from a very successful career performing on Steel Pier. Stick around for the scheduled feeding times and say hello. (#26)
- 17) The large blue and white ship is the Oceanic Society's research vessel, Northern Light. It is used in their investigations to take water samples and to follow fish schools. (#4) Tied next to the Northern Light is the Despatch, a Sparkman-Stevens design sloop constructed in 1931. This sloop is typical for yachts of that period and was used primarily for sailing in Long Island Sound. Today it is the Gardner's Basin advance sail training vessel.
- 18) The building off the bow of the Northern Light is the Historic Gardner's Basin Lobster Shanty, a commercial lobster operation. Watch the crew tend to the lobster pots and mend their nets as in the old days when Atlantic City was a commercial fishing community. (#22)
- 19) Historic Gardner's Basin offers sail training and seamanship courses through the Oceanic Society. The student begins on an Alpha class sloop, moves to the Despatch and may culminate training on the Young America. The small sloops are also available for rental. (#33)
- 20) Circling around to your left, the first restored waterfront home you see houses the headquarters of the Oceanic Society. Stop in for a chat and browse through the specimen shell shop. (#16)
- 21) The charred remains of a building you see used to be the Down Jersey Marine Historical Society Museum. The museum was destroyed in a \$300,000.00 fire recently. It's quite a loss, but they are quickly rebuilding with the help of your donations. (#15)
- 22) Beneath the canopy (called a head house) be sure to inspect the craft you see. The last Applegarth crabbing skiff in the world rests on the wagon. The crabbing skiff was a very quick sailing vessel constructed in Chrisfield, Maryland, in 1912. On the rack, the grey Delaware Ducker, constructed in 1875, was a very popular double ended duck boat capable of being both rowed and sailed. This craft is the oldest of its kind in the world. The other duck boat, which was also built in 1875, was designed to be poled, not sailed (note the flat bottom.) This craft was primarily used for hunting rail birds (today's mud hens) on the Morris River in New Jersey. (#17)

- 23) Ahead of you are the remaining two waterfront homes you haven't yet investigated. In the first you will find the General Store. Be sure to stop in for an ice cream cone, a piece of fudge, a toy for the kids or to pick up that roll of film you never have when you need it. As you climb the stairs to browse through the Flotilla Art Gallery, note the craftsmanship of the railing. On display you can enjoy many beautiful paintings of the shore area by local artists. (#14)
- 24) Cross the path and visit the B.E. Nautical Shop which specializes in fine hand crafted gifts. Upstairs is the Administration Office. The door is always open for your comments and suggestions, and we invite you to become a member of Historic Gardner's Basin. (#13)

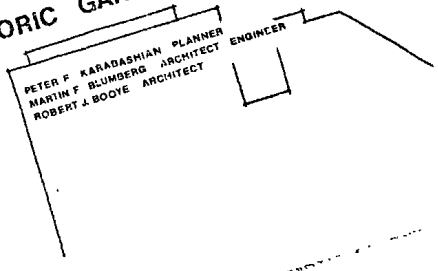
THANKYOU FOR COMING, WE HOPE YOU HAVE ENJOYED YOURSELF THOROUGHLY.

Absecon Inlet

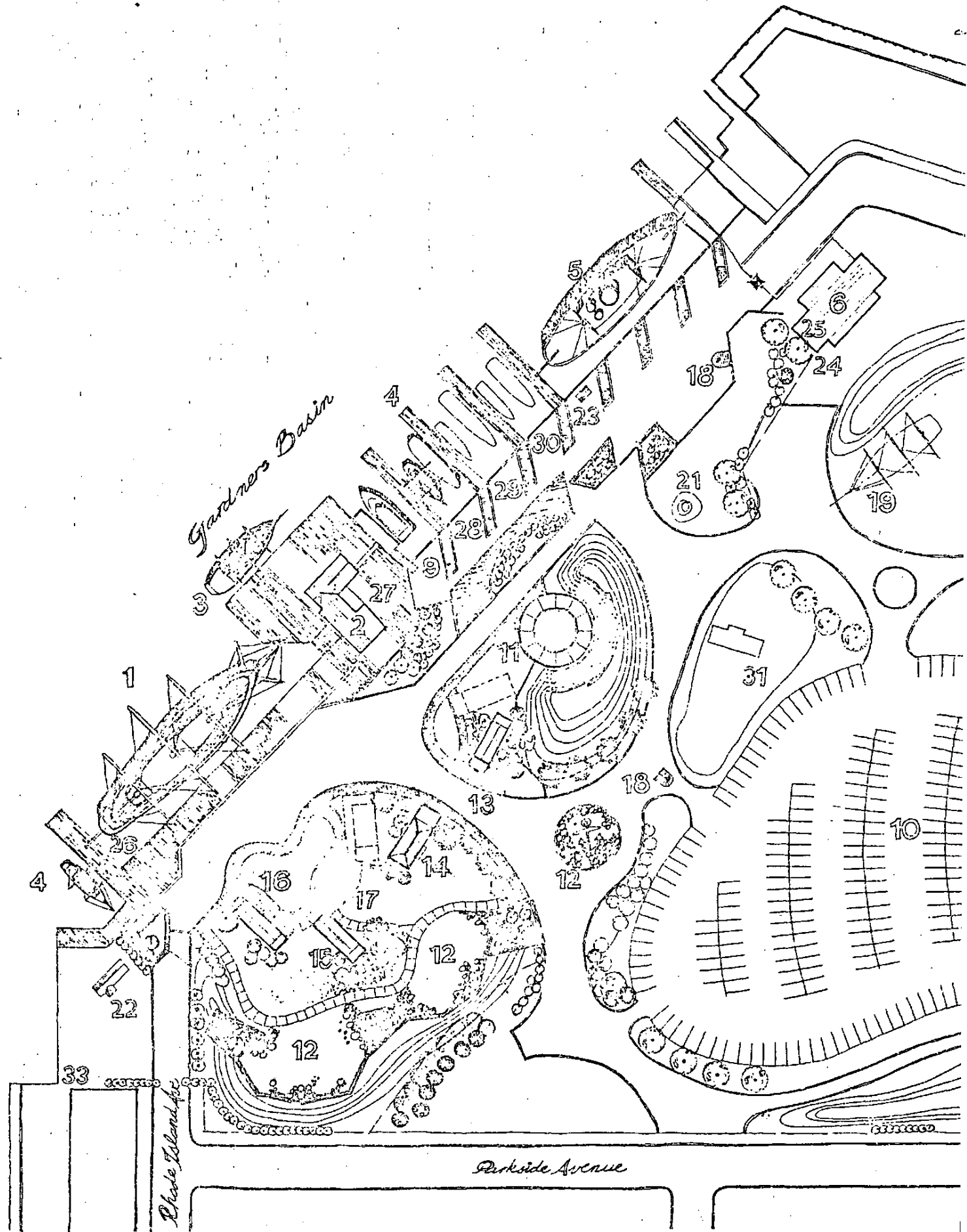


1. flying cloud
2. tavern & snacks
3. young america
4. research vessel
5. lightship
6. restrooms
7. public fishing
8. tickets
9. ecologist back bay cruises
10. parking
11. amphitheater
12. nautical shop & office
13. general store & art gallery
14. historical society
15. oceanic society
16. covered gallery
17. pilot house
18. schooner hull
19. shipyard
20. shipyard
21. n.j. ing'an
22. lobster shanty
23. marine mammal stranding center
24. aquarium
25. sea life laboratory
26. sea lion
27. lobster bake
28. russel a. wingate
29. cormorant
30. despatch
31. future exhibit
32. boat restoration shed
33. day sailing
34. spindrift

**HISTORIC GARDNER'S BASIN**



PETER F. KARABASHIAN PLANNER  
 MARTIN F. BLUMBERG ARCHITECT ENGINEER  
 ROBERT A. BOOTE ARCHITECT



*Gardners Basin*

*Parkside Avenue*

*Phade Island*

## Weather

Today: Chance of snow  
Tomorrow: In the 40s

Steel Pier Tides:  
High - 6:38 a.m., 7:02 p.m.  
Low - 12:21 a.m., 12:47 p.m.

Ocean temperature: 35

(More weather on page 12)



# UFO Sightings Stir S.J. 'Flap'

By ROBERT BELL  
Press Staff Writer

SOMERS POINT — Albert Tappeiner couldn't believe his eyes.

Two bright white lights, perhaps 100 feet apart, hovering about 1,000 feet above the earth. They hovered there, above the wetlands, for about 10 minutes before moving directly overhead, silently, and eventually passing out of sight.

"The damndest thing I ever saw," Tappeiner said. "I thought I was cracking up."

Albert Tappeiner spotted a UFO in this town Sunday, and his sighting was the first of several reported over the past 72 hours by Mainland residents. The "flap" of sightings, a term UFO experts use to describe a number of reports in a short time, has typically gone unexplained so far.

"It was an object. I saw an object," said Tappeiner, a sergeant with the Somers Point police.

"I'm convinced I saw something in the sky that looked like it didn't belong there."

Sgt. Tappeiner first spotted the lights about 4 a.m. Sunday while on patrol. They hovered above the meadows between the Longport and Margate boulevards as he watched from the Mainland.

"It was just hanging there, not moving."

To determine whether he was indeed cracking up, Sgt. Tappeiner radioed for another patrol car to drive to his vantage point to see if the driver "saw anything in the sky." But he was careful not to give the other car's driver any preconceived notions.

Tappeiner then put his car into gear to answer an emergency call. As he did, the lights moved toward him, then right over him. He saw an elliptical shape between the lights, but the object was perfectly silent as it passed.

"That really got me. I couldn't understand anything that big, that close, moving through the sky without making any noise."

Sure enough, Patrolmen Stanley Ogonowski, driving the other patrol car, also spotted the lights as they crossed Shore Road. And just a little later, Tappeiner and his emergency passenger saw the lights again.

The air was crystal clear that night, according to

# The Star

SERVING SOUTHERN NEW

ATLANTIC CITY, N. J., WEDNESDAY, MARCH 8, 1978



(Press Photo by Mike Blizzard)

**UFO IN SIGHT** — Two Somers Point policemen, Patrolman Stanley Ogonowski, left, and Sgt. Albert Tappeiner, re-enact their close encounter with a strange, brightly lit object Sunday morning. They say it hovered over the wetlands off Somers Point before moving slowly and silently inland, eventually passing out of sight.



# Silent UFOs Stir 'Flap' in S. Jersey

(Continued from Page 1)

Tappeiner, and he discounts the possibility he misinterpreted the phenomenon.

He and Ogonowski have filed an official report with their department and Tappeiner has also reported the sighting to the Center for UFO Studies in Evanston, Ill.

"That's about all I can do with it for now," he said.

Charles Rabey Jr., 19, of Northfield had an encounter much more brief, but no less close, than Tappeiner's about a day and a half later, at 8:15 p.m. Monday night.

He pulled his car into his driveway and was waiting for his father to follow when he spotted it: three bright lights shining right at him, maybe 500 feet away, and only 100 feet up.

"It just stayed there for about 30 seconds, then it turned and moved a little left, and I could see a red and green light," Rabey said.

Those colors could have meant a conventional aircraft, but this object, as close as it was to Rabey, was silent.

"I figured it was a helicopter at first, but it was much too big, maybe 60 feet by 100 feet, and there was no noise at all."

Rabey said it vanished as quickly as it appeared, before his father even had a chance to get out of his car and take a look.

In addition to those two incidents, local radio stations have reported similar sightings of white lights in Bargaintown, on Zion Road between Mill and Fire roads, and in Pleasantville.

One station reported a man saying he saw an object "as big as a house, and making no sound."

An investigator for the national UFO center, contacted at his home in Ontario, Canada, said the descriptions of the local sightings are typical.

"The classical elliptical shape, with or without lights, the silent, slow movement . . ."

Terence Dickinson, an astronomy professor and consultant to several scientific firms, said "flaps" like this one just add weight to his belief in the UFO phenomenon.

"There are just too many independent sightings like this to dismiss them," he said. But he agreed that they are nonetheless inexplicable.

"There's no question these objects are defying the laws of physics, at least as far as we understand them," Dickinson said. "In order to understand whatever they are, we're going to have to have a breakthrough in our understanding of nature."



(Press Photo by Tom Kinnemard Jr.)  
Grace Jacoby saw the lights on March 1

## *UFO Watchers Are Not Alone*

By SHIRLIANNE GUNTHER  
And MARY DURAN  
Press Staff Writers

**DIAS CREEK** — It made no sound as it came in from the Northeast and swung over the meadows at Pierce's Point, but its brilliant lights illuminated the trees and meadowlands.

It was shortly after midnight, March 1. Grace Jacoby of Pierce's Point Road sat in the dark and looked out over the meadow, watching nature under the cold cloak of winter and the nearby street light.

"I have a habit of looking out the window at night. That evening I noticed these two bright lights coming

(Continued on Page 12)

# UFO Watchers Not Alone

(Continued from Page 1)

from the Northeast I didn't think anything of it until it came closer and I saw that there were three white powerful lights and one red one

"It came so close I was blinded by it, but I was so fascinated that I sat watching it," she said. The lights were so bright that Mrs. Jacoby couldn't make out what form was behind them.

Mrs. Jacoby is one of several South Jersey residents who, encouraged by the statements of two Somers Point policemen in Wednesday's Press, reported sightings of their own.

Four watchers in Atlantic County told of encounters they had last weekend, near the same time as the Somers Point sighting.

Another claims to have seen one last week, and a Vineland resident says he saw a silent, brightly-lit object in the sky on a cold night in February.

"It was really bizarre, I couldn't take my eyes off it," Mrs. Jacoby said of her experience.

The strange "thing" remained stationary in front of her house for a long time.

"It came so low that I thought it was going to land right here," she said. "It must have been out over the pond for almost 15 minutes."

"The weird part about it is that I heard nothing. It made absolutely no sound as it hovered out front over the meadows.

"I wasn't afraid, but I was

completely enraptured by the thing," she said.

The lights suddenly made a U-turn and as Mrs. Jacoby ran outside to see where it was heading, it silently and instantly disappeared.

An Atlantic City highrise resident who declined to give her name said she saw a bright, silent object at 11 p.m. Saturday — five hours before the Somers Point sighting. The object had three bright lights and otherwise was exactly like the one reported by Sgt. Albert Tappeiner and Ptl. Stanley Ogonowski of the Somers Point police force, she said.

Mary Lee of Somers Point pinpointed her sighting in the skies immediately over the B.L. England Generating Station at Beesley's Point at 8:30 p.m. Saturday. The Lees, who live in the Atlantis Apartments, say it hovered silently over the power plant and had four large bright lights and one red one. "It lasted about 25 minutes altogether," said Mrs. Lee. "One set of lights and the red one went off before it went away," she said.

Robert Evans of Vineland, 32, a computer repairman, finally broke his silence on an experience he had last month.

"It was a Friday morning in February — the night of the big windstorm," Evans said. "There's a big woods in the back of my property. About 3 in the morning I heard my dog barking and I

went out to bring him in," Evans continued. "Then, all of a sudden, I saw it. There were bluish balls of fire, shooting one after the other horizontally, about a quarter mile away in the woods. A red and then a blue light came on and then it disintegrated — we don't know where it went," Evans said.

A Ventnor policeman, however, disputed the Somers Point sightings Saturday night, claiming that what he saw while on patrol was a B-52 bomber.

Ventnor Ptl. Edward Davis said that at the time the object was spotted by the Somers Point police, he was on duty and saw the mysterious object. "It scared the hell out of me," but as it passed over him he saw it clearly, he said. "It definitely was a B-52 bomber with either wing tip lights or landing gear lights on," said Davis. He said he could hear the engines faintly as it passed on. An Army veteran, Davis said at one point in his life he was "woken up every morning by the B-52's and I know what they look like."

But the Press contacted NAFEC in Pomona. Usually mum on UFO stories in general, one spokesman for the Federal Air Administration did say "At a 1,000-foot altitude, as reported by the Somers Point police, it could not possibly be a B-52 bomber because they make much too much noise."

3 CRAFT, 6 PILOTS AT BADER FIELD

## Helicopters lead wave of drillers

NSR 3/17/75

NI-OFFSHORE DRILLING

The first wave of offshore oilmen, the helicopter pilots, have hit the beach in Atlantic City. Petroleum Helicopters Inc., whose chopper fleets serve offshore oil rigs from Texas to Saudi Arabia, has a shop at Bader Field in preparation for exploratory drilling in the Baltimore Canyon. "We'll be strictly furnishing the transportation

from Atlantic City to the rigs for the oil companies," East Coast General Manager Lynn Voyles said yesterday. "If Exxon wants us to go to Philadelphia to pick up some parts, we'll go to Philadelphia. We're at their service."

Thirteen employees, including six pilots, brought three bright yellow helicopters to Atlantic City from Louisiana this week to service the firm's first two clients in the Atlantic. The aircraft range from a four-passenger utility helicopter to an 18 passenger French turbine helicopter for crew changes.

Voyles said his firm will work initially for the U.S. Geological Survey, which oversees offshore drilling, and Exxon, which hopes to drill the first well this month. He said the firm could have six helicopters in Atlantic City this summer as other oil firms begin exploratory drilling.

Joseph C. Kettles, lead pilot, said the firm already has planned procedures to avoid annoying summer bathers on nearby beaches with helicopters shuffling back and forth overhead.

"We're very sensitive to noise abatement," Kettles said. "Here we'll keep all our operations out over the marshes and the bays and our altitudes will be such that we'll just be a speck up there. It's in our interest -- it cuts out the phone calls."

Kettles said helicopter operations off New Jersey will be harder than in the Gulf of Mexico because of the unpredictable Atlantic weather and the 65-mile to 100-mile distances to the rigs. All helicopters will have two engines.

"In the Gulf, you're never more than a minute or two from a rig that you can set down on if there's a trouble. Everyone is perfectly capable of putting you up for the night," Kettles said.

Kettles said Petroleum Helicopters have about 50 aircraft in the Gulf of Mexico that skip from platform to platform and rarely return to shore. Kettles said he expects his helicopters to make the hops from shore to drilling rigs in the Atlantic in about 45 minutes.

Voyles said his firm will hire a few local workers as secretaries and mechanics' assistants. He said it was also likely that some oil support companies will follow his firm knowing that they can quickly move their supplies offshore.

"We'll be here year-round," Voyles said. "The tourist trade is just here for the summer."

UFO Site Color Slides

- #1 Location of Sgt. Albert Tappeiner sighting on Maryland Ave. across Bass Harbor Bridge, Somers Point, N.J. (Egg Harbor Township), Mothers Bar.
- #2 View looking towards Long Port, N.J. northeast-area where lighted object was sighted by Sgt. Tappeiner. Ventnor City is in same area.
- #3 View looking towards Somers Point, N.J. where Sgt. Tappeiner saw object head southwest after passing overhead
- #4 View looking north east at 10th St. and Bayshore Avenue, The Rowing Club, site of Det. Robert and Margaret Hiltner's sighting, Brigantine, N.J.
- #5 View looking northwest at the Rowing Club, Brigantine, N.J., site where the Hiltner's observed the UFO heading, the object eventually moved southwest towards Atlantic City
- #6 View looking north towards Capt. Starns charter boat service and restaurant, Maine Ave., Atlantic City, N.J., a point near the UFO reported flyby over Gardners Basin.
- #7 View looking north by Capt. Starns. The Brigantine bridge is in the background.
- #8 View looking north towards Brigantine bridge.
- #9 View looking west towards Gardners Basin at Maine Ave.. Security house where witness, Michael Friel observed UFO is second building from right.

UFO SIGHTING REPORT

New Jersey, Local File # 9

Type: Close Encounter of the First Kind

Submitted: Jan. 5 1979

Date: March 6, 1978

Time: 4:00 - 4:17 A.M. (EST)

Locations: Maryland Ave., Somers Point, N.J.  
Bayshore Ave., Brigantine, N.J.

Local Evaluation: Unknown, Significant

To: MUFON Headquarters

From: Tom Benson, New Jersey State Section Director

*Tom Benson*

Sighting Background:

I became aware of the report when I received an extremely early morning telephone call from John Anderson, a MUFON field investigator, who lives in North Brunswick, Twp., New Jersey concerning a series of UFO reports in the Somers Point area. John knows I specialize in UFO water related cases. The next day I contacted the primary witness, Sgt. Albert Tappeiner and made an appointment for an interview.

Upon contacting other local police stations, I came across additional witnesses which were Det. Robert Hiltner and his wife Margaret that saw an unknown object at approximately the same time the primary witnesses saw the object.

Sighting Accounts:

Witness # 1 Sgt. Albert S. Tappeiner

I was patrolling normally, (on duty for four hours) and at 4:07 hours, as I was on patrol on Maryland Ave. at the Bass Harbor Bridge, when I observed two bright lights in the sky over the meadows approximately a half mile from my position in line with Ventnor City. The lights appeared to be an estimated 1,000 ft. above ground level and spaced wide apart and were level with each other. They were stationary in the sky and I observed them for 10 minutes and they did not move during this time. At first I thought it was an aircraft circling the area for the NAFEC\* airfield, but when they didn't move I became concerned. At this time I was dispatched to an emergency transportation to the hospital and had to leave the area. I then radioed Ptl. Ogonowski in Car #44 to go to Maryland Ave. and Bay Ave. and look over the meadows in the sky and tell me what you see. I then started to move my car and the lights came in towards me at a high rate of speed then slowed up and went over me towards Shore Road. I turned off my motor, opened the car door and looked up at the object as it passed overhead. I observed

\* NAFEC- National Aviation Facilities Experimental Center

two bright white lights spaced about a hundred feet apart about a thousand feet above the ground level. Between the lights I saw an outline of a dark mass between them shaped like an elliptical sphere, similar to a football. I could not make out any detail but did see a distinct outline of the object against the sky. There were no other lights visible on the object which are normally on an aircraft such as red and green running lights. As the object passed over it was moving very slowly and made no sound whatsoever and I heard no engine noise which alarmed me.

I radioed the dispatcher and advised him to call NAFEC and check to see if they had any planes in the area or anything on radar and then proceeded on my radio call. After Ptl. Ogonowski radioed the object had just appeared over him on Maryland Ave. and he was standing by observing it. [REDACTED]

[REDACTED]. After completing the transportation run, I returned to the hall and called NAFEC myself and they confirmed they knew of no large planes in the area and had nothing on radar. The dispatcher then obtained the number of the Government UFO Center and I reported the sighting to them.

Sgt. Tappeiner also mentioned on tape that Mr. Ellis, the father of the child while being transported to the hospital along with the Sergeant also saw the object. Mr. Ellis is a mechanic at NAFEC. Mr. Ellis said he did not know what it was. \* This narrative in most part is taken from attached "Incident Report"-written by Field Investigator.

Witness # 2 Ptl. Stanley Ogonowski, Jr.

On Monday morning 3/6/78 at approximately 04:17 A.M.. I received a radio transmission from Sgt. Tappeiner-"Head over to the Bass Harbor Bridge, look out toward Atlantic City and tell me what you see in the sky". My location was on Rte. # 9 at this time and I headed my patrol car north on # 9 then turned east on Rhode Island Ave. Upon turning east I looked to the East and observed



two bright white lights in the sky-they were heading inland from the east. Upon arrival at Maryland Ave. in front of Harry's Inn, the lights were overhead. I stopped my patrol car in the middle of the street and got out of the car to better observe the lights.

I looked directly overhead and observed two bright white lights. The lights appeared to be approximately 100 ft. apart and about 1100 ft. or 1200 ft. up in the air. The lights were bright and round and had a dark mass or shape between them similar to a sideways cigar. There was no engine noise, no noise whatsoever. There were no other lights one would associate with an aeroplane and no noise. I observed the lights travel inland towards the hospital.

The dispatcher was instructed by the Sergeant to call NAFEC and check on planes in the area. It was reported by NAFEC personnel that there were no planes on their radar and that they had no planes up or in the area. The NAFEC people gave the Sergeant a phone number to call to report this which the Sergeant did. The dispatcher was instructed to enter this in the log and the Chief was notified of this incident when he came in at 8:00 A.M..

\* Narrative taken from attached "Incident Report"-written by Field Investigator.

Witness # 3 Det. Robert Hiltner

I Robert Hiltner, and on the evening of the sixth of March, we were coming home from an awards dinner for the Atlantic City police department. I don't drink-didn't tell people because they would say you were drinking, but I did tell my boss the next day and a couple other close people. Three days later we saw the report in the newspaper that some one else saw the object. It happened on Bayshore Ave. We were coming down Bayshore Ave. by the Rowing Club (building). This is where I stopped my car. At 25th St. and Bayshore Ave. is where I first noticed the object to the right of us towards the golf course, as we were coming near there, saw two, bright lights. The lights were cylinder-

type lights and were long. They reminded me of the twin-sonic lights on the top of a radio car, real bright and intense. It was ten blocks or so from where I first spotted it. It seemed to be standing still until we got to the Rowing Club. That is where I stopped the vehicle. The thing seemed to be coming right over top of us, very slow. I never saw anything this slow before. I got out of the car- whatever it was- was standing still right over the top of me. I looked at it for 10-15 seconds, then my wife got out on her side of the car. She looked up at it. It seemed to stay there then moved off, no noise except a slight noise like an egg-beater or whishing sound. It went out over the bay, it also turned the bright lights off.

While it was over top of us we could see four lights and one small blinking light in the middle. Then it went back over the bay, then the bright lights went back on, but facing towards Atlantic City. It looked its (direction of flight) made an "L", then it went towards Atlantic City. It was a very odd thing because I am familiar with aircraft.

I was in the Navy on an aircraft carrier, we had helicopters, I have been around jets, around S2F's (aircraft) which were anti-submarine. The S2F's with the big round ball on the top, have been mistaken as flying saucers from people (flying) above them, seeing them- the big radar thing on top. I know how slow an airplane can go, and I never seen anything that could go this slow. I been around helicopters, and they make a lot of noise. I know of no airplane or anything right now that is that quiet. I was in a helicopter 5 or 6 months ago, and I know they make a lot of noise. I was at the air show, and that plane that can go up vertically makes a lot of noise. I have seen big jets come in, and they come in pretty slow- we are on the approach to NAFEC (National Aviation Facilities Experimental Center) and when they are making an approach, and they have intense lights on them, their landing lights, their round while the object's looked long.

I could not see any outline of the object when it was on top of us. I saw four lights around with a blinking light in the middle like they have on the wing-tips of airplanes. While the object was moving towards Atlantic City, the (bright) lights were on and they angled down, looking at the marshes. When we arrived home, my wife who also doesn't drink, was sick to her stomach-very nervous. When we first got out of the car, we could still see it from there and then it disappeared.

The object's altitude above me at the Rowing Club was 100-150 ft. (roughly). The object was coming in on an angle, coming down the coastline and turned in like on an approach to NAFEC because I have seen airplanes come in that way. The colors of the lights on the object were very white. The lights in the (object's base) were greenish-red. There was one in the middle pulsating green. I am color-blind though.

Witness # 4 Mrs. Margaret Hiltner

We-my husband and I were coming home from an awards dinner and breakfast later. It was approximately 4:15 a.m., March 6, 1978. We were riding home on Bayshore Ave. I was very tired and was thinking about going right to sleep for I had to get up at 6:30 A.M. and would only have 3 hours sleep before getting up for my daughter for school. My husband noticed something in the sky to the right of our car. He asked me what was that up in the sky and I told him I thought it was a plane. But he brought to my attention that it was flying too low, it was making no sounds and the lights on it were too far apart and not like that on an airplane. I thought then it might be a helicopter because my husband Bob said the object was flying too low to be an airplane, the size of the lights and the distance between them proved it couldn't possibly be that either. It wasn't moving, it was hovering over to the right of us near the Rowing Club house. It has four brights lights very far apart-at one point it looked like there was two more lights giving the shape of a diamond on a play-

ing card. There was also a reddish blinking light underneath whatever it was. It was about 150- 200 ft. up.

We got out of the car which made the inside light go on. Whatever it was then moved directly over us and went over the Bay to the left of us and looked like it was heading for Atlantic City. It was flying very low and was making a sound like an electric mixer. My husband told me to get in the car. We were only 4 blocks from home so we were home in less than 1 minute. As we approached Lincoln Dr. (our street) you could see it behind the houses on the golf course side of the street. When we got to our house in the middle of the block you could no longer see it.

I had a very sick feeling in my stomach as if I was going to throw up. I stood on the porch trying to see if I could get a last glimpse of it when my husband told me to get in the house. He said you don't know what that is and I shouldn't be so brave. We didn't tell anyone (the police or newspaper) for we felt that people would think we were drunk because we were coming home so late. My husband and I don't drink. We told some friends (2 of them) and Bob's mother. We read about it in the paper about the Somers Point policemen seeing it around 4:00 the morning before. Then we told everyone for we felt what we saw was the same UFO.

My reaction to the whole event was one of disbelief. I couldn't believe that something like this could happen in Brigantine and that there must be a logical explanation for it. I do believe that there is the possibility of other life on different planets but I never thought I would see something of this nature. But I did.

- \* Narrative for witness #3 Robert Hiltner taken mostly from tape recording.
- \* Narrative for witness # 4 Margaret Hiltner taken mostly from her written narrative.

Witness # 5 Michael P. Friel

I work for the City of Atlantic City as a Security Guard on the midnight to eight A.M. shift, Monday thru Friday. For your personal information I was a Police Officer seven years. I was sitting in the Guard House which is city property and is known as historic Gardners Basin. It is approximately 500 yards south of Capt. Starns (ship) and approximately 500 yards southeast of U.S.C.G. station. At approximately 4:00 A.M. or 4:10 A.M., I was looking towards Starns and the main inlet channel when I saw two very large, brightly lit lights over the channel where the ocean meets the bay and Starns. I observed it from the second story window, at first I thought it was a helicopter, because it just seemed to hover atop the water about 200 feet. I then went outside and stood atop a very large mound of dirt, approximately 25 feet high. I continued to watch these two "bright" lights. It then seemed to be moving towards me, as it did I started flashing my light (flashlight (3) "D" cell and bright) at it. I observed a small red light in what appeared to be the middle of the two bright lights. These lights were approximately 20 feet between each other. As I said where I first saw it, it was approximately 500 yards. When it first started to move toward me and until it got to me, it must have been 15 minutes. It moved very, very slow, and it moved southwardly approximately 7/10 block inland parallel to the ocean towards Longport. After it got by me, it seemed to move rather much faster, disappeared quicker and when it was over, top of me, it sounded no more louder than a Sunbeam mixer. At approximately 5:00 A.M., a close friend, Bob Hiltner called me to tell me of this bright object he saw, and said it was a UFO. I told him of my sighting and told him I thought it was one of those experimental planes out of NAFEC (National Aviation Facilities Experimental Center). I told him we had better not say anything - people will think we were goofy. Three days later, a story appeared in the Atlantic City Press and a Somers Point policeman

Sighting Investigation:

Activity Log

- March 8, 1978 Received telephone call from John Anderson, a MUFON field investigator concerning a series of UFO reports in the Somers Point, N.J. area. John heard the report on a local radio station in New Brunswick, N.J.
- March 9 Called John Anderson back for more details since his previous call came quite late at night and I was sleeping at the time. Called Sgt. Albert S. Tappeiner, a witness for an interview appointment. Called Ward Campbell, MUFON Section Director about report. Called Frank Caputo, MUFON member in Atlantic City, N.J. to save newspaper clippings on reports and make a copy for me.
- March 11 Interviewed Sgt. Albert S. Tappeiner and Ptl. Stanley Ogonowski, Jr. at the Somers Point, N.J. Police Department; taped their narratives and photographed site. Visited Frank Caputo - got copies of newspaper clippings concerning reports.
- March 16 Called Ventnor and Atlantic City Police Departments for additional witness UFO reports. Became aware of the Det. Hiltner sighting. Made appointment to interview Det. Hiltner and his wife. Contacted National Weather Service in Atlantic City. Contacted National Aviation Facilities Experimental Center for radar data - told to write them - did same.
- March 21 Called Longport and Margate Police Departments for additional witness UFO reports, for March 6th
- March 22 Interviewed Det. Robert Hiltner and Margaret Hiltner at their Brigantine, N.J. home.
- March 23 Called Brigantine Police Department for additional UFO witness reports for March 6th.
- March 24 Called Philadelphia International Airport for radar data - they only have 60 mile radius - said NAFEC radar should have been working at time of March 6th sighting. They said they refer UFO reports to Seattle, Washington 206-722-3600. Called this number to verify the type of organization.
- March 27 Received letter from NAFEC. The letter denied



- Aug 2            Called Frank Caputo, MUFON member and contact in Atlantic City, N.J. to check out if the local Coast Guard Station picked up any observations, etc., the time of the sighting, if they were in operation at the time.
- Aug 15           Frank Caputo called to mention that he contacted the Coast Guard Station. He stated that he spoke to Chief Becker, 2nd in command and said that Becker indicated that there were no reports in the log.
- Aug 20           Photographed UFO sighting of Michael Friel at Gardner's Basin. Park Manager would not allow me to photograph site close up. Although presenting I.D.; describing organization involvement. The manager was not aware of Friel's sighting or newspaper accounts. I had a friend also which was a witness (Earl Swartz) to the incident. Another guard, but of different manner and attitude was present.
- Aug 20           Called Frank Caputo to verify source of Friel sighting account and also to get more details on the PBA awards dinner times, the Hiltner's attended.
- Aug 29           Frank Caputo called to state that the PBA awards dinner was over by 11:30 - 12:00 p.m., four hours before the UFO sighting by the Hiltners and other witnesses.
- Dec. 9           Resumed finish writing report, after completing the preparation and teaching a course entitled, Ufology 1 at two adult evening schools.
- Dec 31           Finished writing report and mailed same on January 5



described almost what I had seen three days prior. At no time did I feel insecure or threatened or did anything try to get me, or communicate with me. I did try and flash my light and make communication with the object, and would do the same again. \* Narrative taken from witness' written account

The Interview and Interrogation

Witness # 1 Sgt. Albert S. Tappeiner - appeared to be a seasoned police officer and a trained observer of aerial phenomenon due to his past experience. After the Sergeant related his narrative concerning his sighting, in answer to further questions, additional details regarding the shape, etc. of the object were mentioned. The details were several lateral lines or beams across the bottom of the object. Additionally, the Sergeant stated that the object slowed down its speed at the time he put his car lights out. The Sergeant said he called NAFEC at approximately 4:30 a.m. Upon presentation of the Panatone color chart, the Sergeant pointed out that the color of the lights on the sighted object were clear or an opaque white. Concerning if the object made any attempts at communication or were monitoring the radio, the Sergeant said that after watching the object hovering stationary over the meadows and as soon as he completed a radio transmission to Ptl. Ogonowski and hung up the radio and put the car in gear, the object then came quickly in off the meadows. Concerning the Somers Point Police Dept. - NAFEC past relationship, the Sergeant said it was one of good cooperation such as reports of airplane crashes where people saw fireballs in the meadows. The Sergeant said that he has done diving operations for planes that have crashed for them.

Witness # 2 Ptl. Stanley Ogonowski, Jr. - appeared to be new to the type of work, was intense and skeptical concerning my credentials as an investigator and of what he actually saw. He claimed he was not sure if it was a UFO but just a lighted object (seemingly of no consequence). The Ptl. stated that the structure of the object reflected nothing. The Ptl. compared the lights on

the object to car headlights. The Ptl. also said that when the object passed overhead it made no interference with his car engine or lights.

Witness # 3 Detective Robert Hiltner- appeared to be a confident individual and also a trained observer due to his past experiences. After telling his narrative, in answer to my questions, he said the object's altitude at the Rowing Club was 100-150' overhead, but he could not be sure. The Detective said the object was not coming in directly from the ocean but came down the coastline and turned in on an angle, like on the approach an aircraft would take on its way to NAFEC. Upon presenting a UFO shape chart, the Detective indicated that the object's approximate shape could be 1G, an aircraft-type wingspan headon. The Detective in describing the object's light-colors, said that the two large bright intense landing lights were white on Panatone Chart color # 482A. He also said that the middle pulsating light appeared to be reddish-green and the others, red. The Detective also said that he was color blind to pink. The Detective also stated that the radar operator at NAFEC may not have been on the job at the time (sleeping, etc. were possibilities).

Witness # 4 Mrs. Margaret Hiltner- appeared to be an alert, serious type person. Pointing to the UFO shape chart, she indicated also that the side view of the object was 1G or 1F and was the size of a big airplane, wide across. She stated that the lights were on the outside of the object and that a diamond-shape was determined by the lights outline as it appeared overhead. Concerning the color of the lights, she indicated that the two bright lights were whitish-yellow or Panatone Chart Color #100A; the other two reddish-orange and the blinking light was bright orange or Panatone Color #165A.

Witness # 5 Mikhael P. Friel- I did not get to meet this individual in person, but I did speak to him on the telephone and <sup>he</sup> seemed to be serious minded as well as quite busy. He worked two jobs: as a security guard supervisor and a construction worker. He was a former Atlantic City police officer.

General Points concerning witnesses- Witness #1 (Tappeiner) and witness #2 (Ogonowski) were interviewed by me at the police station in Somers Point, N.J. In addition I also bought lunch for (Tappeiner) when we stopped on our way to the UFO sighting site. Witnesses #3 and #4 (the Hiltners) were interviewed at their home and witness #5 (Friel) was contacted by mail and on the phone. Most probably all witnesses saw the same object due to similar or close approximation in times: Tappeiner 4:07, Ogonowski 4:17, R.Hiltner 4-4:15, M.Hiltner 4-4:15 and Friel 4-4:10. R.Hiltner was the only witness who claimed he saw a UFO before (Jan, 1976 Atlantic City area). Hiltner was one of approximately 20 police officers and others that observed a UFO along the Atlantic City area coastline (I previously submitted a report on this). Perhaps due to their line of work (police officer) most of the witnesses knew one another: Hiltner, Tappeiner, Hiltner, Friel. An additional factor was that they were of the same age group (34-40).

Additional Witness Check - After interviewing the initial two witnesses (Tappeiner and Ogonowski) I contacted area police departments to see if there were additional reports. Police departments contacted were: Ventnor, Margate, Longport, Brigantine and Atlantic City. I became aware of the Hiltners sighting when I contacted the Atlantic City police dept.. It was unusual that Brigantine had no reports by members of their dept. because the Hiltners reported seeing one of their police cars at approximately the same time of their sighting. I contacted Frank Caputo, a MUFON member in Atlantic City to obtain additional reports from area newspapers. I became aware of the Mike Friel sighting from Frank Caputo initially and later by the Hiltners. I also asked Frank Caputo to contact the local Coast Guard Station to ascertain any reports, the results proved negative. I also contacted NAFEC for radar report confirmation and contacted the local airport (Bader) but results proved negative.

Natural Phenomena Check- Because the sighted object was reported by five witnesses at a low altitude, approximately between 150-1000 feet, and all described; assumed an unusual flight characteristic: hovering; and one reported the object suddenly speeding up and slowing down(Tappeiner); and that three of the witnesses reported the object's sound similar to an electric mixer, all indicates the object to be intelligently controlled and of possible material substance thus eliminating the natural phenomena possibility. The reported lights on the object also tended to exclude this possibility.

Made-Made Object Check- One of the witnesses themselves(Tappeiner), to confirm his sighting by radar called NAFEC, the nearest aviation facility. The operator at NAFEC claimed no aircraft on radar at the time of the sighting. I contacted NAFEC by phone initially and was ask to write. In their response, a letter dated March 23, 1978 from the Chief Controller, Robert C. Testa stated: "I consulted with the controller on duty and the work log for the morning shift of March 6. The log indicates nothing abnormal and the controller did not talk to anyone nor did he observe any targets." I wrote the primary witness, Sgt. Tappeiner concerning Testa's remarks. In a letter dated April 5, 1978 from Sgt. Tappeiner, he stated, "that he and Ptl. Salvatore Armenia working as dispatcher at the time spoke to the switchboard operator who check with Radar, and stated that nothing was on radar." The Sgt. said he also checked with the Somers Point police taperecorder to verify the above information, as all phone calls to and from the Dept. are recorded." (Copies of the above correspondence are attached).

I additionally contacted the Philadelphia International Airport Radar for data, but Mary Previti of the Chief Controller, Robert J. Beckelman's office said their radar extended 60 miles thus was out of range of the sighting area/. She said NAFEC was the nearest radar facility responsible and that all UFO reports are sent to and or given to(206-722-3000). I called this

number for verification .It turned out to be a UFO reporting service in Seattle, Washington. Also I contacted Don Young, president of South Jersey Airways(at Bader field, Atlantic City, N.J.) concerning any reports or flights. Young stated that no flights were scheduled at that time of night(11:00-6:00 a.m.). Young also stated that oil company helicopters(see attached newspaper clipping) did not start flying out of the field until March 15th. Oil company helicopters do fly at unscheduled times due to emergencies, etc. The Atlantic City Press(March 9, 1978) quotes a Ptl. Edward Davis of Ventnor Police Dept. as sighting a B-52 bomber at the time of the March 6th reports. The Press contacted NAFEC concerning this possibility. NAFEC discounted the B-52 bomber possibility because of the low altitude and that they make alot more noise than was reported. Because the object as reported by the witnesses, hovered up to ten minutes and only a electric mixer type noise and/or sound was heard, the B-52 possibility is also discounted. Normal aircraft are excluded as a possibility because of the unusual lights described; lack of noise or just the mixer sound and the flight characteristics( low altitude, hovering, speeding up and slowing down for short distances).

Other Possibilities- Experimental aircraft flying out of NAFEC remains a possible explanation for the reported sightings. An experimental motorized cargo ballon, claimed to be operating out of the Lakehurst Naval Air Station is another possibility. If in the future data surfaces concerning these possibilities, I will inform the UFO research organizations. Another possible is holographic and/or sound projection done from a ground station. If feasible, if the projection was made from the air, the plane doing the projection's blip should have shown up on radar. All these possibilities are purely speculative and insufficient data is available to prove the possibilities.

Witness Background Check- Due to the number of credible witnesses involved and due to additional press reports of additional witness sightings and due to the fact that the sighting(s) was a Close Encounter of the First Kind, I felt it was not necessary to conduct any witness' character check.

Sighting Evaluation - Because of the five interviewed witnesses description of the sighted object's shape, structure, lights, sound and flight pattern characteristics, I classify the reported object, a Close Encounter of the First Kind, an unknown and significant. It is also significant because a possible local area Federal government coverup of the facts is also involved.

71°00

70°00

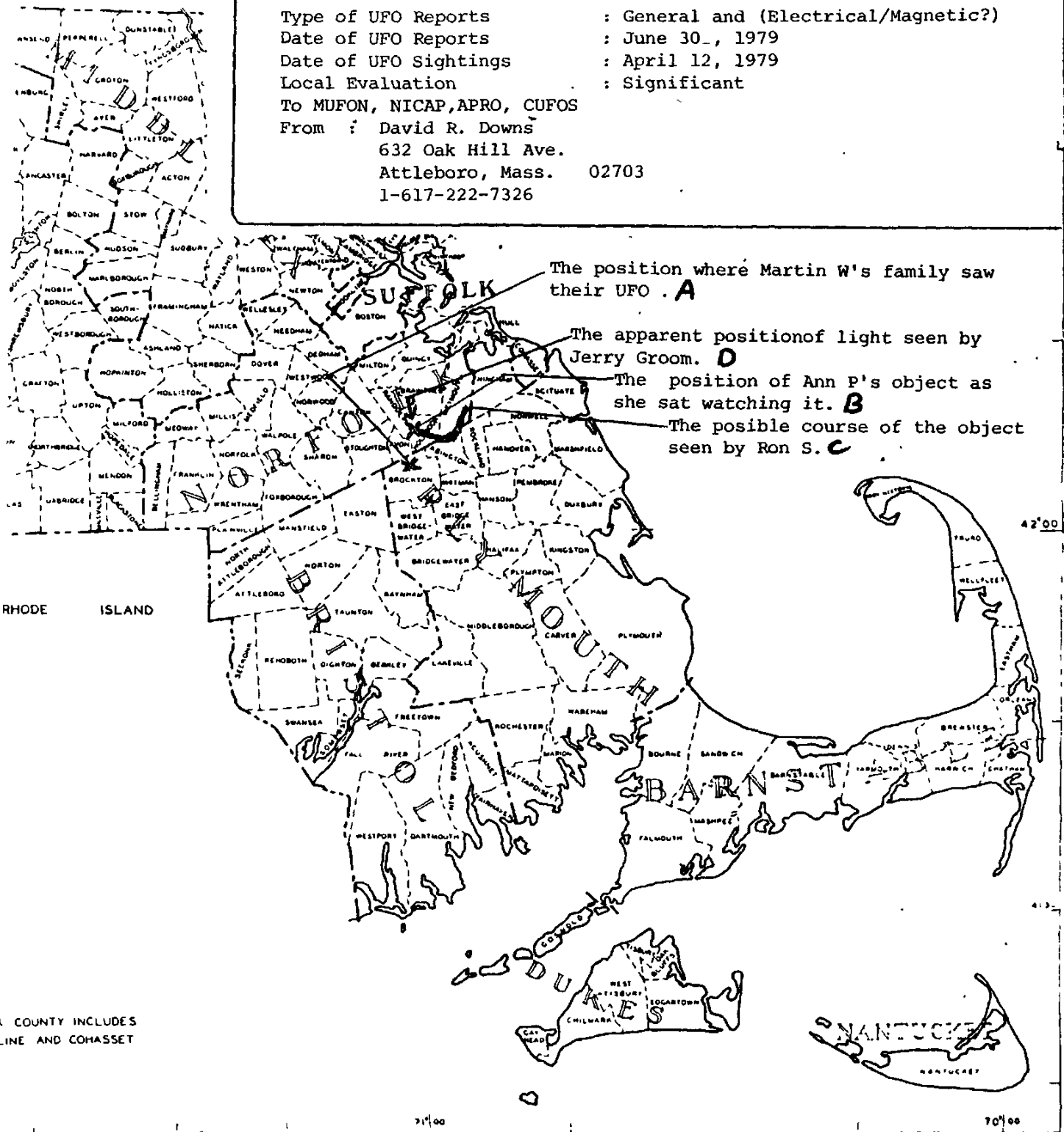
MA  
US0412-1979-0002

HAMPSHIRE

Subject : MA 4/12/1979-A Time 7:20 - 7:30 P.M.  
 : MA 4/12/1979-B Time 8:15 P.M.  
 : MA 4/12/1979-C Time 8:15 P.M.  
 : MA 4/12/1979-D Time Approx. 8:15 P.M.

Type of UFO Reports : General and (Electrical/Magnetic?)  
 Date of UFO Reports : June 30, 1979  
 Date of UFO Sightings : April 12, 1979  
 Local Evaluation : Significant

To MUFON, NICAP, APRO, CUFOS  
 From : David R. Downs  
 632 Oak Hill Ave.  
 Attleboro, Mass. 02703  
 1-617-222-7326



The position where Martin W's family saw their UFO. **A**

The apparent position of light seen by Jerry Groom. **D**

The position of Ann P's object as she sat watching it. **B**

The possible course of the object seen by Ron S. **C**

42°00

RHODE ISLAND

← COUNTY INCLUDES LINE AND COHASSET

71°00

70°00

Subject : MA 4/12/1979 A  
Type of Report : General and Electrical/Magnetic  
Date of Report : April 21, 1979  
Date of UFO Sighting : April 12, 1979  
Time of UFO Sighting : 7:20-7:30 P.M.  
Place of Sighting : Massachusetts, Plymouth County, (town=Brockton) USA  
Local Evaluation : Significant  
To MUFON Headquarters  
From : David R. Downs State Section Director For Bristol County, Mass.  
632 Oak Hill Ave.  
Attleboro, Mass. 02703  
1-617-222-7326

#### Sighting Background

Martin W. called his father-in-law who called Mrs. Merlyn Sheehan. She called me (Dave Downs) and gave me Martin's phone number.

#### Sighting Account

Martin, his wife Theresa and their two sons, ages 5 and 2, left the Purity Supreme Supermarket parking lot at about 7:20 P.M. on Thursday, April 12, 1979. They were traveling down Cary Street in Brockton, Mass. when they noticed something that they soon felt was a UFO. It had many white lights. They felt that they were looking at a triangular shaped object with a rounded edge. They said it looked like a lamb chop or a cover to a baby grand piano. Later, they said it may have been like an up-side-down snowcone. The object had a red light on top, a spot light on the bottom and many sparkling diamond-like lights on the side. They later told me that the lights reminded them of a child's Light Bright toy. This is a display board with light shining through clear plastic pegs. They viewed this for about two minutes before loosing sight of it behind trees and buildings in the area. Theresa felt the object was just above the telephone poles.

They took a right turn onto Elliot Street as they talked excitedly about the object. About 2½ minutes after loosing sight of the "UFO", all four of their car's windows began to go down together and back up. The windows went down a second time going down only half to three quarters of the way down before closing again. Theresa, who suspected her husband was playing a trick on her, told Martin to stop playing with the windows. He showed her that both of his hands were on the steering wheel. He was not controlling the windows! This happened while they were slowing down to stop at a red light at the corner of Elliot and North Montello Street.

It was about 2 minutes later, while stopped at a red light at the corner of Prospect and North Warren, that all four of the windows again went down most of the way and back up by themselves! Martin later told me that he was worried at this point although he did not let his family know his true feelings.

They continued on Prospect St. until they took a left onto Augusta St. It was here that Theresa spotted the lighted object again. Martin saw the object for a few seconds before he looked away to turn the car left onto Prospect Street. Theresa continued to watch apprehensively as the object appeared to follow them around the corner. She said that the object seemed to be at tree top level. It seemed to hover over the apartment house across the street while Martin positioned his car between two parked cars.

After Martin shut off the engine and pulled the key out of the ignition, the four windows went down and up together for the last time. At this point, Theresa said, the object seemed to be moving over the car. She became so frightened that she buried her head in her lap and told her husband not to get out of the car. Martin was trying to play down the event and so he got out and told her there was nothing to fear. His five-year-old jumped out



after him and told his mother to come out and look at the UFO. Martin looked up and saw that the object was now directly over head. Martin continued to the back of the car where he unlocked the trunk to get the groceries. He began to reach down into the trunk when for some reason he felt he should be looking up. (He later told me he didn't know why he did this. It may have been that he felt he was missing out on a great opportunity.) The object was still directly overhead.

As Martin looked up, a beam of light came down on him for an undetermined amount of time (seconds?) and then seemed to instantly move to his son. His son told me how he saw the light move from his father's head to himself. The beam of light was bright but not blinding. It didn't fan out like a beam from a flashlight. It remained the same diameter, about a foot, from top to bottom. The light went out after a few seconds and Martin again looked up at the "UFO". He said he could see the source of light from which the beam had come. As he looked up at the object, he could see a red glow or haze coming from the top of the object and many white lights on the bottom.

The object began to move down Prospect Street, started to rise straight up and disappeared into the night sky. It was as if the lights went out.

#### Sighting Investigation

##### Activity Log

- 4/13/79 Interviewed witnesses at their apartment-had them fill out forms one and three.
- 4/14/79 Continued the interview at their apartment with Theresa's father and a friend present. I tried to get a magnetic signature of the car. ~~See Appendix~~
- 4/16/79 I visited witnesses between other appointments in their area.
- 4/20/79 Made many phone calls.
- 4/21/79 Wrote most of this report.

#### The Interview and Interrogation

I taped most of an interview I had with the witnesses on Friday night, April 13, 1979, between 8 and 12 P.M. This was about 24 hours after the sighting. They filled out sighting forms one and three and then Martin drove over the route he took the night before.

I went back Saturday, April 14, 1979, between 10:30 A.M. and 1:30 P.M. to have the witnesses answer more questions and draw pictures of what they had seen Thursday night. It was at this time that I tried to get a magnetic signature of the car using a compass. ~~See Appendix.~~

#### Man Made Object Check

Mrs. Merlyn Sheehan called the owners of the three known advertising planes in our area and found that none of them were in use on 4/12/79.

I called The South Weymouth Navel Air Base and spoke to the Operations Officer. He said that they had about 25-30 planes up that night as well as civilian planes. This was about normal for them, he said. He could not think of a plane, however, that would fit the description I gave him. I then spoke to the Public Information Officer who said that someone had read in the Boston Herald, Friday, April 13, 1979, that a small plane pulling a lighted banner had asked for permission to fly through the area on Thursday night, April 12, 1979. I could find no such article in the Boston Herald when I checked. I was informed, by the owner of a local advertising plane, that there is no banner that can be pulled behind a plane used for night advertising.

#### Witness Background Check

I called Martin and Theresa's Paster at the Brookville Baptist Church in Holbrook, Mass. He said that he had known the W's for about one year. He said they were honest people and on the level. He did not feel that

Martin was the excitable type. He felt Martin was..."as sober as a brick". The W's had called him the night of the sighting and sounded very excited.

I called Martin's sister-in-law who said that they were definitely excited when they called her home the night of the sighting. She felt that Theresa was really scared. She also felt that they were telling the truth. They had never told stories of this nature before.

It is my feeling that Martin and Theresa are honest individuals. Martin is currently unemployed because of a heart problem.

#### Sighting Evaluation

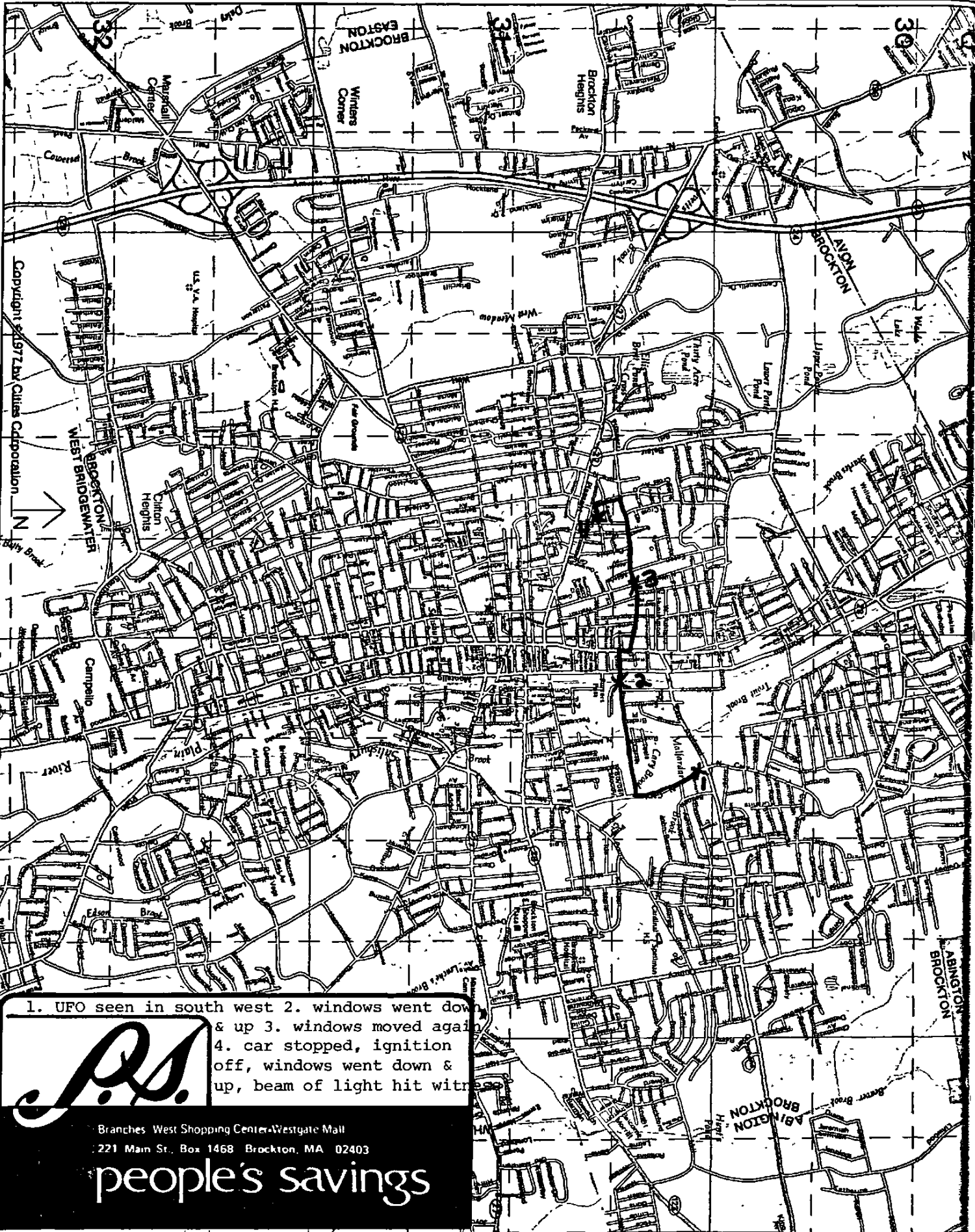
The witnesses freely offered the fact that Martin would , on occasion, operate the car windows to frighten his wife. He would tease her by pointing out an airplane and saying it was a UFO. This leads one to the possibility that Martin may have played a practical joke on his wife which somehow got out of hand. It is my strong feeling, however, that Martin and Theresa are honest individuals, who cooperated with my investigation as best they could. I, therefore, feel that the sighting is not the result of a practical joke.

A second possibility is that the witnesses saw some unusually lighted aircraft (advertising or otherwise) and their imagination combined with a malfunction in the car (such as a crossed wire which made the windows move) created the elaborate event which they have reported. I feel I can not entirely dismiss this possibility. It may appear unreasonable to attribute certain events reported to us as mere exaggeration or the product of an over active imagination. The beam of light seen by two witnesses may be one such event. The windows' apparent mysterious behavior may be another. I investigated a multiple witness sighting of a UFO in 1976. The witnesses reported that the TV had static during their sighting and that they got headaches after the event. This UFO was identified as an advertising plane. This case and others taught me to be somewhat cautious when considering UFO sightings.

A third possibility is that Martin and Theresa did observe an unknown craft (UFO).

This and many other sightings seem to depend heavily on how accurately the witnesses observe and subsequently report what they have seen. Based on what I know from visiting the witnesses, I would rate them as 7 on a scale of 1-10. (1= poor - 10= accurate)

See page 10-A for a discussion about the movement of the car windows.



- 1. UFO seen in south west
- 2. windows went down & up
- 3. windows moved again
- 4. car stopped, ignition off, windows went down & up, beam of light hit witness



Branches West Shopping Center-Westgate Mall  
 221 Main St., Box 1468 Brockton, MA 02403

people's savings

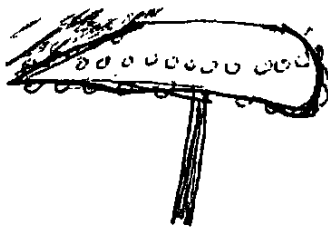


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: David R. Downs  
STREET ADDRESS: 632 Oak Hill Ave. PHONE: A/C 617/222-7326  
TOWN/CITY: Attleboro, 1 STATE: Mass. ZIP CODE: 01703 COUNTRY: Bristol

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



o = Lights  
☄ = Red Haze on light  
|| = Beam of light that hit me and son

MA 4/12/1979-A

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING.

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

1. Driving car from Quincy Supreme on N. Quincy TO ELLIOT TO N. Main TO Prospect St. TO Augusta Ave TO Peabody Ave where car is parked.

2. My wife said Hey Look at the UFO.

3. a TRIANGLE

4. NO fear at first until the windows started going up and down. when I got home and then I saw the object and beam hit me I was scared STIFF.

5. IT Followed us and hit us w/ a beam and then left.

6. Flying level and then leaving straight up

- Diagram - (Continue narrative on reverse side)

PLACE OF SIGHTING

MASSACHUSETTS  
STATE/PROVINCE  
PLYMOUTH  
COUNTY  
Dorchester  
CITY/TOWN  
USA  
COUNTRY

SIGHTING TIME

19 30 PM 06 AM ( ) ZONE: ( )  
DURATION: 1 SEC ( ) MIN ( ) HRS ( )  
3 MINS

DATE OF SIGHTING

12 APRIL 1979  
DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR USE  
TEMPERATURE: 45°F  
WIND DIRECTION: WNW  
WIND SPEED: WNW  
VISIBILITY: good  
CEILING: limited

EDUCATION: High School (12)  
DEGREE: MAJOR: Security US Army  
SPECIAL TRAINING: Security US Army  
VISION: glasses  
HEARING: good  
HEALTH: DURING SIGHTING? good AFTER? nervous

NAME: MARTIN W WASHBURN AGE 31  
STREET: 50 Ellis Street  
CITY: BRACKTON  
PHONE: 583-2422  
COUNTRY: USA  
OCCUPATION: UNemployed Security Guard  
EMPLOYED BY:

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (✓) INDOORS ( ) CAR (✓) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_  
(GLASSES (✓) WINDOW (✓) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
VIEWED THROUGH: ( ) MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL ( ) INDUSTRIAL ( ) COMMERCIAL (✓) RESIDENTIAL (✓)  
AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( )  
AREA/TECHNICAL: AIRPORT ( ) POWERLINES (✓) POWER STATION ( ) RAILROAD TRACKS (✓) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR ( ) PARTLY CLOUDY (✓) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )  
PRECIPITATION: NONE ( ) RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN NW LAST SEEN IN NW IT MOVED FROM NW TO NW  
UFO ELEVATION: ( FIRST SEEN - 1/4 (✓) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD (✓) OTHER \_\_\_\_\_

UFO DISTANCE: WHEN CLOSEST TO ME 30-40 FT UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 30-40 FT  
UFO PASSED: ( IN-FRONT-OF 1/4 mile WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND me overhead WHICH WAS 30-40 FT IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE (✓) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO ( ) DURING UFO SIGHTING ( ) AFTER UFO SIGHTING ( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (✓) NUMBER OF 1 SHAPE OF Triangle COLOR(s) white lights of red ring  
( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_

DESCRIBE: SOUND NONE SMELL \_\_\_\_\_ SPEED slow to fast

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE (✓) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_

APPARENT SIZE: ( HOW MANY TIMES LARGER (✓) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR EIGHT TO TWELVE TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A 100 watt light IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet.)

CHANGE DIRECTION? (✓)	HOVER? (✓)	AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( )	DESCEND? ( )	AFFECT ELECTRICITY? ( )	SPIN? (✓)
FALL LIKE A LEAF? ( )	ASCEND? ( )	AFFECT MAGNETISM? ( )	BLINK? ( )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( )	PULSATE? ( )
EJECT OBJECT(S)? ( )	OVER A BUILDING? (✓)	AFFECT ENGINE? ( )	APPEAR SOLID? (✓)
CHANGE SHAPE? ( )	LAND ON GROUND? (✓)	AFFECT VEHICLE? ( )	HAVE FUZZY EDGES? (✓)
CAST SHADOW? ( )	LAND IN WATER? ( )	AFFECT ANIMAL? ( )	HAVE OUTLINE? ( )
CAST LIGHT? ( )	CARRY OCCUPANTS? ( )	AFFECT HUMAN? ( )	WOBBLE? ( )
REFLECT LIGHT? ( )	COMMUNICATE? ( )	AFFECT WATER? ( )	VIBRATE? ( )
LEAVE A TRAIL? ( )	GIVE OFF HEAT? ( )	AFFECT GROUND? ( )	GLOW? ( )
DISINTEGRATE? ( )	LEAVE RESIDUE? ( )	AFFECT VEGETATION? ( )	APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? YES  
PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.  
SIGNATURE OF OBSERVER: Martin Washburn  
YOU MAY (✓) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED: 13 April 1979



UFO SIGHTING QUESTIONNAIRE GENERAL CASES (FORM 1)

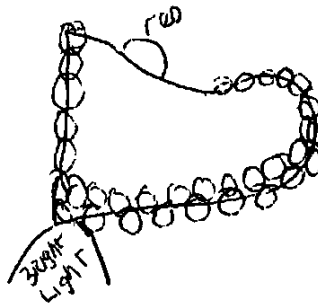
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR Mr. David R. DeLuca  
STREET ADDRESS: 633 Oak Hill Ave PHONE A/C (1) 222-7326  
TOWN/CITY Attleboro, 1 STATE: Mass ZIP CODE: 01723 COUNTRY USA

PLACE OF SIGHTING

STATE/PROVINCE MASS COUNTY PLYM CITY/TOWN BROOKTON COUNTRY USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



MA 4/12/1979-A

(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

1 Shopping party Supreme when out in parking lot, fields across street  
 2. 7:20 PM  
 3. spaceship UFO.  
 4. nervous scared  
 5. like the cover of Baby grand piano, triangle around all tiny light all around it so many looked like diamonds red glow on top (what appeared to be top) bright white light shining down, made windows in car go out down  
 6. drove home I was scared try to forget about it.

(Continue narrative on reverse side)

SIGHTING TIME

DATE OF SIGHTING: DAY 12 MONTH APRIL YEAR 79  
DURATION: HRS ( ) MIN 5 SEC ( ) MIN 3 HRS ( )

DATE OF SIGHTING

DAY 12 MONTH APRIL YEAR 79



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR USE

TEMPERATURE \_\_\_\_\_

WIND DIRECTION \_\_\_\_\_

WIND SPEED \_\_\_\_\_

VISIBILITY GOOD

CEILING SIGHTS

EDUCATION 11th

MAJOR \_\_\_\_\_

SPECIAL TRAINING \_\_\_\_\_

VISION GOOD COLORBLIND? ( ) EYEGLASSES? ( )

HEARING GOOD ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? GOOD AFTER? OK

*SEARCHED BY*

NAME: THERESA WASHBURN AGE 23

STREET 50 ELLIS ST

TOWN/CITY BRISTOL MASS PHONE 508 334 2422

PROVINCE: U.S.A.

OCCUPATION HOUSE WIFE

EMPLOYED BY: \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS( ) CAR(✓) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: (GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
(MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER GLASSIDE)

AREA/LOCATION: CITY(✓) SUBURBAN( ) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL(✓)

AREA/TERRAIN: FIELDS(✓) WOODS( ) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT( ) POWERLINES(✓) POWER STATION( ) RAILROAD TRACKS(✓) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR(✓) PARTLY CLOUDY(✓) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE( ) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN \_\_\_\_\_ LAST SEEN IN \_\_\_\_\_ IT MOVED FROM \_\_\_\_\_ TO \_\_\_\_\_

UFO ELEVATION: (FIRST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON, OVERHEAD( ) OTHER \_\_\_\_\_  
(LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON, OVERHEAD( ) OTHER \_\_\_\_\_)

UFO DISTANCE: WHEN CLOSEST TO ME 16<sup>th</sup> above house UFO ALTITUDE: WHEN CLOSEST TO THE GROUND \_\_\_\_\_

UFO PASSED: (IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
(BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS)

ALSO IN AREA: AIRPLANE(✓) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_  
BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING(✓)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT(✓) NUMBER OF 1 SHAPE OF ARC-LIGHT COLOR(S) \_\_\_\_\_  
(A LIGHT ( ) NUMBER OF 75? SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_)

DESCRIBE: SOUND DIDN'T HAVE ANY SMELL \_\_\_\_\_ SPEED Slow

REAL SIZE: (LARGER( ) SMALLER( ) SAME SIZE( ) AS THE OBJECT LISTED BELOW  
(BASKETBALL( ) COMPACT CAR( ) STANDARD CAR( ) HOUSE( ) OTHER \_\_\_\_\_)

APPARENT SIZE: (HOW MANY TIMES LARGER (3) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW  
( \_\_\_\_\_ TIMES THE SIZE OF A STAR 3 TIMES THE SIZE OF A FULL MOON)

BRIGHT AS: A STAR ( ) THE MOON (3) OR A STREET LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (✓) HOVER? (✓) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? ( ) DESCEND? (✓) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(S)? ( ) OVER A BUILDING? (✓) AFFECT ENGINE? ( ) APPEAR SOLID? ( )

CHANGE SHAPE? (✓) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? (✓) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? YES

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

BRISTOL MASS  
THERESA WASHBURN  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 13 April 79  
DAY MONTH YEAR



UFO SIGHTING QUESTIONNAIRE-ELECTRICAL/MAGNETIC CASES (FORM 3)

INTER-FORM CROSS REFERENCE DATA

SIGHTING DATE 12 Feb 79 PLACE Bank Rd  
TIME THAT EFFECTS STARTED 14:30 STOPPED 19:45  
WITNESS' NAME MARTIN W. Washburn  
INVESTIGATOR'S NAME David R. Dennis

IDENTIFICATION OF ITEM(S) AFFECTED

RADIO ( ) TELEVISION ( ) RADAR ( ) TELEPHONE ( ) HEARING AID ( ) LIGHTS ( )  
CIRCUIT-BREAKER ( ) FUSE ( ) WIRE ( ) COMPASS ( ) CLOCK ( ) WATCH ( )  
AUTOMOBILE ( ) MOTORCYCLE ( ) PLANE ( ) HELICOPTER ( ) OTHER ( )

COMMENTS:

PERSONAL ACCOUNT (Include on Form 1)

Describe the exact chronological order of Electrical/Magnetic events as they occurred.

RADIO/RADAR EQUIPMENT

TYPE OF EQUIPMENT: FIXED ( ) MOBILE ( ) PORTABLE ( ) RECEIVER ( ) TRANSMITTER ( )  
MANUFACTURER: NAME \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_  
POWER SOURCE: AC ( ) DC ( ) LINE ( ) GENERATOR ( ) BATTERY ( ) OTHER \_\_\_\_\_  
POWER VOLTAGE: 120v ( ) 12v ( ) 9v ( ) OTHER \_\_\_\_\_  
OPERATING MODE: AM ( ) FM ( ) VHF ( ) UHF ( ) STATION \_\_\_\_\_ FREQUENCY \_\_\_\_\_  
ANTENNA LOCATION: INTERNAL ( ) EXTERNAL ( ) DESCRIBE \_\_\_\_\_  
INTERFERENCE/TYPE: STATIC ( ) HUM ( ) OSCILLATION ( ) OTHER \_\_\_\_\_  
INTERFERENCE/EXTENT: PARTIAL ( ) INTERMITTENT ( ) COMPLETE ( ) OTHER \_\_\_\_\_  
OPERATING CONDITION: PRIOR UFO SIGHTING? \_\_\_\_\_ DURING? \_\_\_\_\_ AFTER UFO SIGHTING? \_\_\_\_\_

VEHICLE

MANUFACTURER: NAME Cadillac MODEL Deville CPE YEAR 1966  
OWNERSHIP: PRIVATE (X) COMMERCIAL ( ) GOVERNMENT ( ) OTHER \_\_\_\_\_  
ENGINE TYPE: REGULAR (X) DIESEL ( ) ELECTRIC ( ) PROPELLER ( ) JET ( ) OTHER \_\_\_\_\_  
ENGINE DATA: NUMBER/CYLINDERS? 8 WATER-COOLED (X) AIR-COOLED ( ) OTHER \_\_\_\_\_  
IGNITION/ELECTRICAL: STANDARD (X) ELECTRONIC ( ) ALTERNATOR ( ) GENERATOR (X) OTHER \_\_\_\_\_  
IGNITION SWITCH: DURING EVENT - ON (X) OFF (X) COULD RE-START (X) COULD NOT RE-START ( )  
AFTER EVENT - ON ( ) OFF (X) COULD RE-START (X) COULD NOT RE-START ( )  
EFFECTS NOTED: NUMBER SEQUENTIALLY IN-ORDER-OF OCCURANCE IF MORE THAN ONE EVENT TOOK PLACE:  
(EXTERIOR LIGHTS) DURING EVENT - ON (X) OFF ( ) DIMMED (X) PULSATED ( ) OTHER \_\_\_\_\_  
AFTER EVENT - ON ( ) OFF (X) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
(INTERIOR LIGHTS) DURING EVENT - ON (X) OFF ( ) DIMMED (X) PULSATED ( ) OTHER \_\_\_\_\_  
AFTER EVENT - ON (X) OFF ( ) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
(INDICATOR LIGHTS) DURING EVENT - ON (X) OFF ( ) DIMMED ( ) PULSATED (X) OTHER \_\_\_\_\_  
AFTER EVENT - ON ( ) OFF (X) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
(ENGINE PERFORMANCE) DURING EVENT - GOOD (X) OTHER \_\_\_\_\_  
AFTER EVENT - GOOD (X) OTHER \_\_\_\_\_  
(BATTERY CONDITION) BEFORE EVENT - GOOD (X) FAIR ( ) POOR ( ) OTHER \_\_\_\_\_  
AFTER EVENT - GOOD (X) FAIR (X) POOR ( ) OTHER \_\_\_\_\_

OTHER AFFECTED ITEMS

(Check and Describe in detail on reverse side of this sheet)

CIRCUIT BREAKER ( ) FUSE ( ) HOUSE LIGHTS ( ) YARD LIGHTS ( ) STREET LIGHTS ( ) COMPASS ( )  
HEARING AID ( ) WIRES HEATED ( ) WIRES MELTED ( ) ELECTRIC SHOCK ( ) STATIC ELECTRICITY ( )  
METAL MAGNETIZED ( ) TIMEPIECE STOPPED ( ) AIR GLOWED ( ) TELEPHONE ( ) OTHER \_\_\_\_\_

COMMENTS \_\_\_\_\_

MAY (X) MAY NOT ( ) USE MY NAME

SIGNATURE OF WITNESS [Signature] DAY MONTH YEAR 14 April 79



There are several explanations for the apparent movement of the four car windows in the W's 1966 Cadillac Coupe. Martin may have played a practical joke on his wife. The windows may have operated on their own due to a crossed wire or electrical malfunction. The movement may have been caused by an electromagnetic influence. And the windows may have moved as a result of an unknown force.

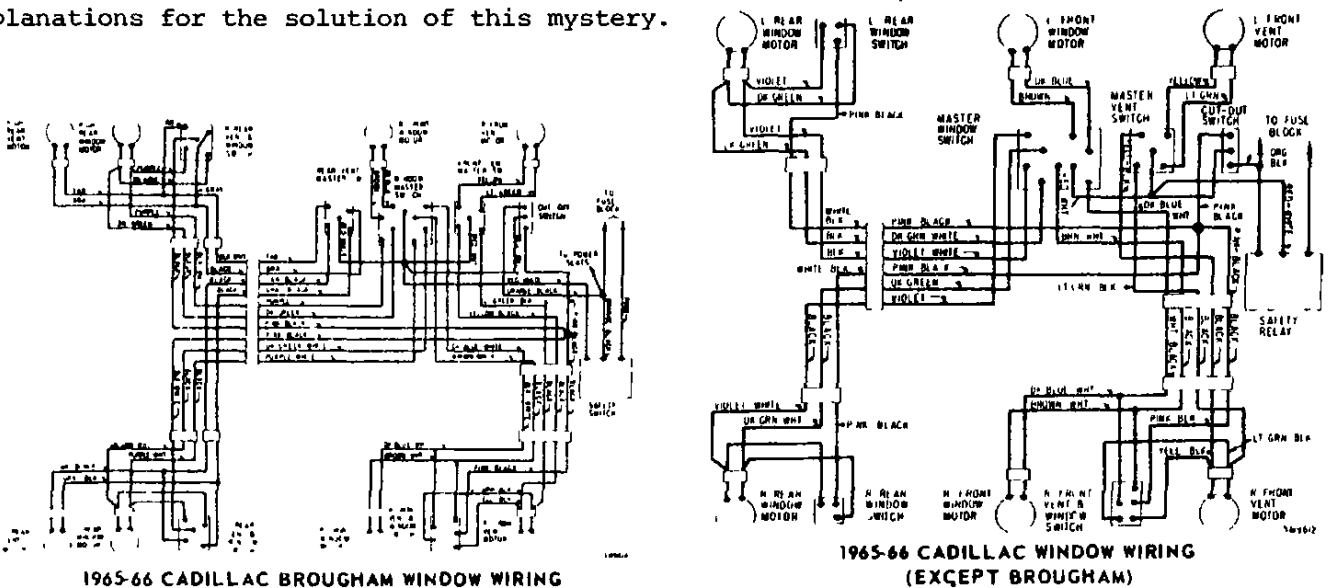
I do not feel that Martin played a practical joke on his wife by controlling the windows without her knowledge. Martin showed me how the master switch, at the driver's seat, works. It is supposed to control all four windows at once. However, one window will not close completely while the others are operating. This makes it impossible for the driver to operate all four windows at the same time and have them function properly. The rear left window will not go down unless the master switch and the switch under the back left window are both operated at the same time. This means that Martin would have to lean back over his seat in order to operate all four windows at the same time. His wife would probably have noticed him doing this if he had done so.

Because the car is thirteen years old, it is possible that a crossed wire or electrical malfunction caused the windows to move even though the ignition was off during one event. I called the previous owner and found that he had never had problems with the windows during the eight years he owned the car. The W's did not have "window problems" before or after the UFO event. Joe Nyman found a qualified individual who was willing to test the car's electrical system and the window motors for us. Martin was not willing to let us do this, however, because he felt the fifty mile ride to Cambridge, Mass. would be too much for his car. He had a front end problem that he wanted to repair before he drove many miles from Brockton.

An electromagnetic force, if it exists, from a UFO may have effected the window motors or some other part of the electrical system. Although the car lights dimmed while the windows were moving, this is normal for this car since the window motors drain power from the car. The car motor ran smoothly and the heater fan apparently continued to run normally. The radio was not turned on. Martin checked his battery with a kit he had on April 14, 1979. This was about forty hours after the UFO sighting. He felt that, although his battery was in good condition (charged) earlier that week, it wasn't charged as well after the UFO incident. He checks his battery often because it is old. The apparent decrease in charge, therefore, is not necessarily UFO related.

The windows may have operated as a result of an unknown force, presumably from the UFO, which acted only on the windows themselves or their motors. This force would have to overcome friction and other factors that make the windows operate at different speeds.

If the windows operated at different speeds, then we may lean towards the prank or crossed wire theory for an explanation. If, on the other hand, we choose to accept as fact that all four windows worked in unison (and that they also moved after the ignition was shut off) then, we must look towards the electromagnetic and/or the unknown force explanations for the solution of this mystery.



1-B

Subject : MA 4/12/1979 B  
 Type of Report : General  
 Date of Report : June 22, 1979  
 Date of UFO Sighting : April 12, 1979  
 Time of UFO Sighting : 8:15 P.M.  
 Place of Sighting : Massachusetts, Suffolk County, (Town=Holbrook), USA  
 Local Evaluation : Significant  
 To MUFON Headquarters  
 From : David R. Downs State Section Director for Bristol County, Mass.  
 632 Oak Hill Ave.  
 Attleboro, Mass. 02703  
 1-617-222-7326

Sighting Background

Ann P. called a friend (Jerry Groom) who called Mrs. Merlyn Sheehan. She called me and gave me Ann's phone number.

Sighting Account

Ann left her house in Avon , Mass. around 8:05 P.M. on Thursday, April 12, 1979. She traveled down route 28 and took a right onto Center St. As she came over a slight rise in the road, she saw what she believed to be a street light off in the distance. She soon knew that it wasn't, however, and couldn't stop looking at it. She said she nearly hit another car.

It was about 8:15 P.M. as she took a right onto route 139 (Union St.) and went over the Holbrook town line. The object seemed to be very close. She could see three separate long vertical lights which seemed to light up the area as it moved slowly along. She said they looked like intense white florescent lights.

She went over the railroad tracks and stopped over a small bridge. She turned off her engine and looked north through the open window. The silent object hovered about ten feet away from the forty-foot-wide road. It appeared to be about fifty feet in the air. Other drivers stopped apparently to view this sight while many others continued to drive by.

She said the beautiful object was huge like a blimp. "The whole bottom underneath was all little white lights, like diamond facets." Some of the many small white lights did blink at times. It had a steady soft rose red light on top. There were greenish blue lights along the bottom and on the tail at the right. Although she could not see the complete outline of the object, because of the lights, she felt the bottom was rounded and the object was larger than the source of light.

After hovering motionless for about six to seven minutes, the object silently turned 90 degrees and started to move toward the north. Ann glanced away long enough to start her car and when she looked back to watch the object leave, it was already out of sight.

Sighting Investigation

Activity Log

- 4/14/1979 Called witness (Ann P.) for appointment to interview her.
- 4/16/1979 Conducted the interview
- 4/17/1979 Steve Putnam called on people who lived in the sighting area to see if they had seen the object with negative results.
- 6/22/1979 This report was written.

The Interview and Interrogation

I taped most of an interview conducted at the witness' home on April 16, 1979. Steve Putnam, Jerry Groom , Ethel Rogers, Ann P. (the witness) and myself were present as Ann filled out the sighting forms and drew a picture of what she had seen on the 12th.

We drove to the sighting area and used a compass to find that the object had left going north.

Man Made Object Check

See report MA 4/12/1979 A

Witness Background Check

Although Ann gave me names and phone numbers for a character check, I didn't use them. Mr. Jerry Groom has know Ann for years and feels she is a reliable witness. She is on the town finance committee for Avon.

Sighting Evaluation

The witness seemed to be genuinely excited about her sighting and I feel she is an honest individual..

Although I feel Ann was honest with the investigators I couldn't help but feel that she may have exaggerated somewhat at times. If we could be sure that Ann was as close as she feels she was to the object for as long as she feels she was, then it would be hard to evaluate this sighting as anything but an unknown.

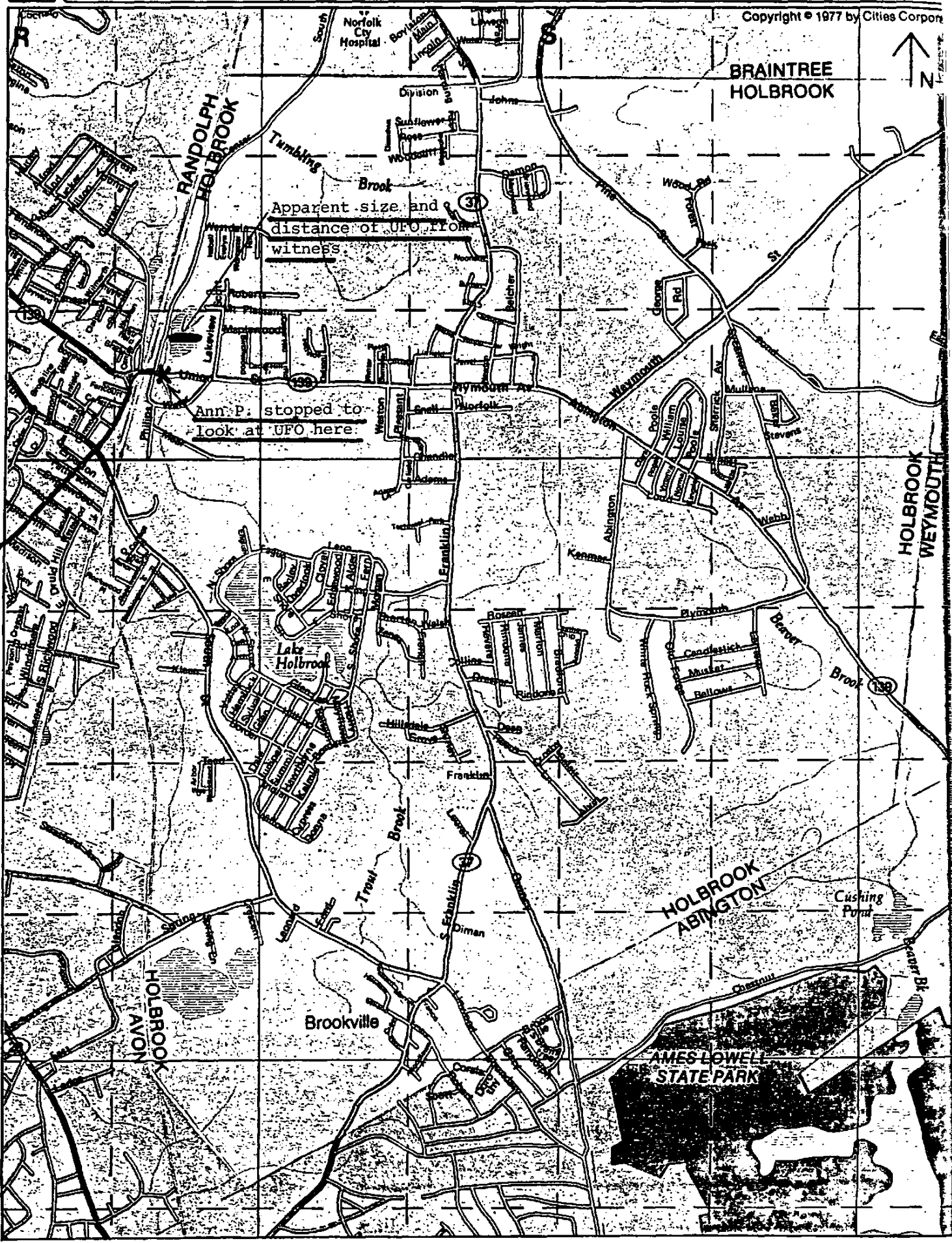
This and many other sightings depend heavily on how accurate the witness is. Based on what I know of the witness, I would rate her as a 6 on a scale of 1-10 (1= poor - 10=accurate)

# HOLBROOK

3-B

14

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Apparent size and distance of UFO from witness.

Ann P. stopped to look at UFO here.

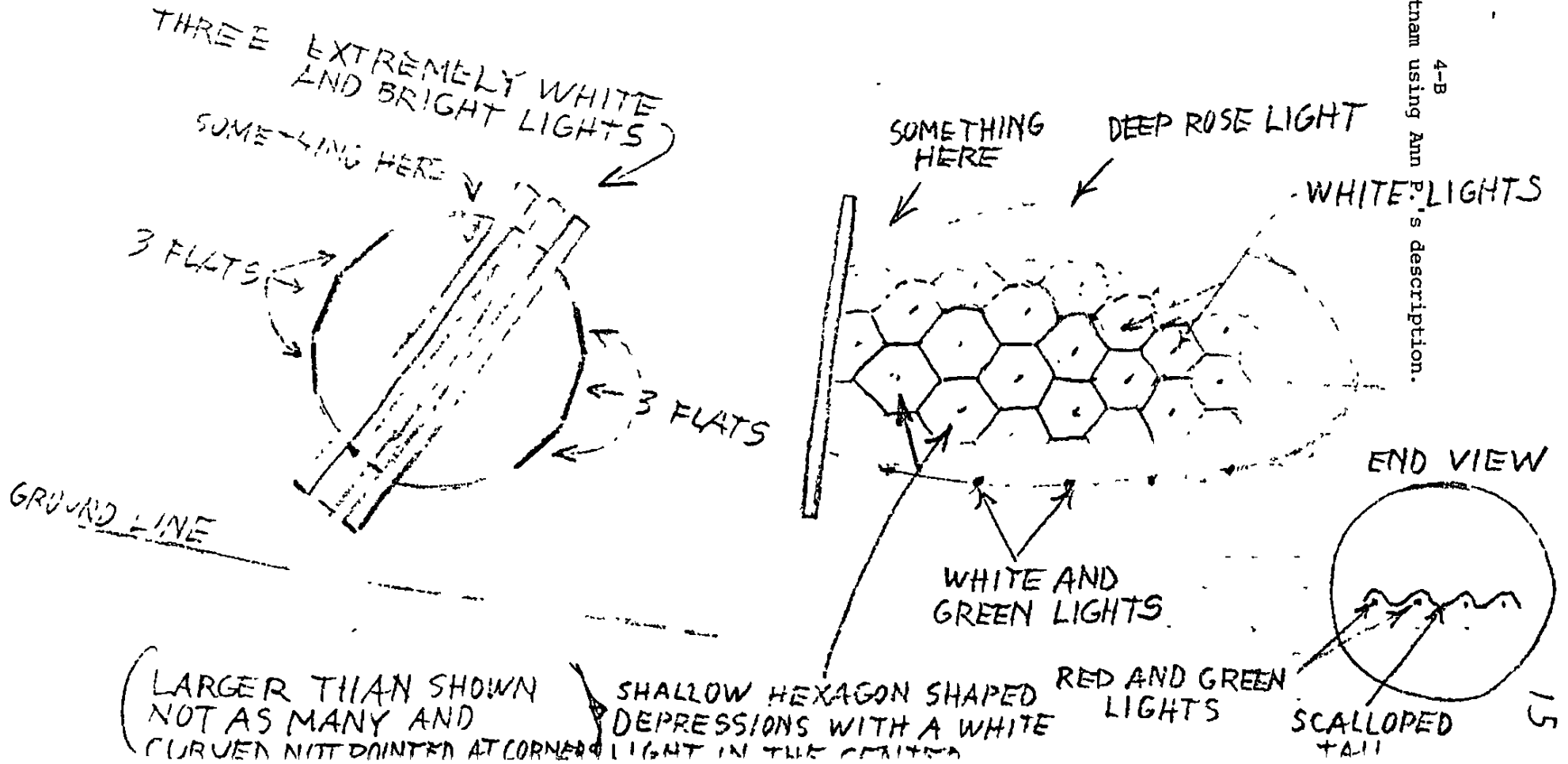


Apr. 16, 1979

Ann D'Arson, 19 E. High St., Clinton, Mass. 02322, 700-7777  
Sighting of Apr. 12, 1979 at about 8:15 P.M. near corner of Central St.  
and Rte 139 Holbrook, Mass.

This was drawn by Steve Putnam using Ann P.'s description.

4-B



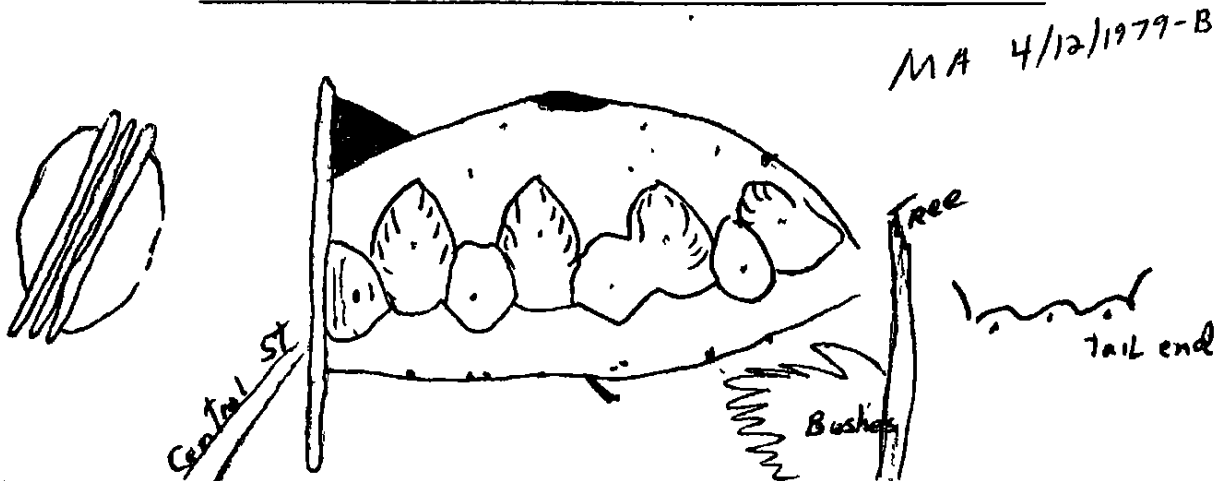


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR David R. Downs  
STREET ADDRESS: 632 Oak Hill Ave. PHONE: A/C 617 1222-7326  
TOWN/CITY Attleboro STATE: Mass. ZIP CODE: 02703 COUNTRY: U.S.A.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PLACE OF SIGHTING

STATE/PROVINCE: Massachusetts COUNTY: Norfolk CITY/TOWN: Attleboro COUNTRY: U.S.A.

SIGHTING TIME

8:15 PM ( ) AM ( ) ZONE: E 57  
DURATION 5 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

12 DAY April MONTH 1979 YEAR

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING

- 1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
- 2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
- 3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
- 4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
- 5. DESCRIBE THE OBJECT AND ITS ACTIONS.
- 6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

1. Driving my car - on way to Hellbrook  
2. Bright light in sky  
3. Street light  
4. Surprised and amazed at first, then fascinated and inquisitive  
last disappointed it hurt  
5. Big blob in middle of transparent bright lights with three vertical lights in front and many small lights on sides and lower section with a blue and green near bottom. It seemed to be approaching me then stopped and hovered approx 50' from ground. Then after approx 3 minutes turned sharply about 90 degrees and left.  
6. Turned back to front of car to start it and when I turned back to look again, it was gone

(Continue narrative on reverse side)



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

6-B

17

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR(v) AIRCRAFT( ) BOAT( ) OTHER
VIEWED THROUGH: ( GLASSES( ) WINDOW(v) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )
MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER
AREA/LOCATION: CITY( ) SUBURBAN(v) RURAL( ) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL(v)
AREA/TERRAIN: FIELDS( ) WOODS(v) HILLS( ) MOUNTAINS( ) RIVER(v) POND(v) LAKE( )
AREA/TECHNICAL: AIRPORT( ) POWERLINES(v) POWER STATION( ) RAILROAD TRACKS( ) OTHER
SKY CONDITION: CLEAR(v) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )
PRECIPITATION: NONE(v) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )
UFO DIRECTION: FIRST SEEN IN SE LAST SEEN IN N-NE IT MOVED FROM TO
UFO ELEVATION: ( FIRST SEEN - 1/4(x) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER
LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER 38°
UFO DISTANCE: WHEN CLOSEST TO ME 55' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 50'
UFO PASSED: ( IN-FRONT-OF WHICH WAS IN DISTANCE FROM THE WITNESS
BEHIND WHICH WAS IN DISTANCE FROM THE WITNESS
ALSO IN AREA: AIRPLANE(v) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER
BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING(x)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (?) NUMBER OF SHAPE OF COLOR(s)
A LIGHT (x) NUMBER OF Seven SHAPE OF 3 cylindrical
COLOR(s) mostly white, some blue & green
DESCRIBE: SOUND None SMELL None SPEED
REAL SIZE: ( LARGER (x) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW
BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE (x) OTHER
APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?
TIMES THE SIZE OF A STAR 14 TIMES THE SIZE OF A FULL MOON
BRIGHT A STAR (x) THE MOON (x) OR A LIGHT IF PLACED AT SAME DISTANCE AWAY
DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)
CHANGE DIRECTION? (v) HOVER? (v) AFFECT RADIO/TV? ( ) FLUTTER? ( )
TURN ABRUPTLY? (v) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )
FALL LIKE A LEAF? ( ) ASCEND? (v) AFFECT MAGNETISM? ( ) BLINK? (v)
ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )
EJECT OBJECT(S)? ( ) OVER A BUILDING? (v) AFFECT ENGINE? ( ) APPEAR SOLID? (v)
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (v)
CAST LIGHT? (v) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )
REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )
LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? (v)
DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

FOR MUFON USE
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION: High School, Business School
DEGREE: None MAJOR: Accounting
SPECIAL TRAINING:
VISION: 6/20 COLORBLIND? ( ) EYEGLASSES? ( )
HEARING: GOOD? (v) FAIR? ( ) POOR? ( ) USE AID? ( )
HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: Ann L. Hanson AGE: 40
STREET: 15 E Han St
TOWN/CITY: Aurore PHONE: 588 9571
PROVINCE: Ill. COUNTRY: USA
OCCUPATION: R. Kindergarten, 1st & 2nd
EMPLOYED BY: U.S. Nat. & Security

HOW MANY OTHER WITNESSES? 5 DID ANY OTHER AGENCY CONTACT YOU? No

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

I do not want my name used in any publication without the permission, etc

SIGNATURE OF OBSERVER
YOU MAY ( ) MAY NOT ( ) USE MY NAME
DATE THIS FORM SIGNED 4 16 79
DA MONTH YEAR

1-C

Subject : MA 4/12/1979 C  
 Type of Report : General  
 Date of Report : June 22, 1979  
 Date of UFO Sighting : April 12, 1979  
 Time of UFO Sighting : 8:15 P.M.  
 Place of Sighting : Massachusetts, Plymouth County, (Town=Brockton)USA  
 Local Evaluation : Ordinary

To MUFON Headquarters  
 From David R. Downs State Section Director for Bristol County, Mass.  
 632 Oak Hill Ave.  
 Attleboro, Mass. 02703  
 1-617-222-7326

Sighting Background

The witness (Ron S.) called his minister after seeing what he felt was a UFO. The minister had received a call from Martin W., the witness of an earlier sighting that evening (MA 4/12/1979 A). He gave Martin's phone number to Ron who called Martin that evening to discuss both sightings. Martin W. gave Ron's phone number to me when I interviewed the W's the next evening.

Sighting Account

Ron and his wife arrived home in the south eastern corner of Brockton, at approximately 8:00 P.M. on Thursday, April 12, 1979. Ron unloaded his car and, at approximately 8:15, he noticed a glow coming through the clouds in the general direction of Boston (20° north). At first he thought he was looking at The Great Northern Lights. But suddenly the glow got more intense and the actual light itself came through the clouds. It was the brightest light he had ever seen in the sky other than the sun.

He felt the light source was about half the length of his 53 foot home. The light source was larger than the apparent size of the moon. It moved slowly as it came out of the north. Then it banked off to the west and descended. It continued to go slow as it dropped below the tree line.

While the UFO was going west, he could see white lights on the side. They were fairly dim. He was not sure if a red light he saw came from the side or the top of what seemed to be a sleek object. The lights did not flash although the large light in front did dim and brighten several times in approximately ten second intervals. He didn't hear any sound.

Ron did not feel that he had seen landing lights or windows from an aircraft. Ron had worked as an aircraft electrician while he was in the service and he had never seen a more intense "unnatural light".

Several minutes after the first light, several more less intense lights seemed to follow about the same path in the sky. He called his mother-in-law, who lives in Stoughton, at 8:30 P.M. She went outside and saw several of the lights herself.

Sighting Investigation

Activity Log

4/16/1979 interviewed Ron and his wife

6/22/1979 wrote this report

The Interview and Interrogation

Ron, who was unemployed at the time of the interview, lives in a neat ranch house in a new section of the city of Brockton. He and his wife are Born Again Christians. I taped an interview with them several days after their sighting. Ron filled out the sighting forms and we got a reading on the compass. After the interview, we got into a discussion about what "UFOs" might be. After this discussion, he reasoned that perhaps there was a religious meaning behind his sighting.

Additional Witness Check

Ann P. saw a UFO at about the same time Ron saw his UFO. There is a possibility that they saw the same object from different directions and distances. (see map for MA 4/12/1979 A&B&C&D)



Man Made Object Check

see MA 4/12/1979 A

Witness Background Check

Ron's minister said that Ron had a history of emotional problems. He wasn't sure if we could rely on Ron's interpretation of unusual events around him.

I found Ron to be level headed and appeared to be honestly trying to relate what seemed to be an unusual event.

Sighting Evaluation

Because the object that Ron and his wife described, didn't display unusual flight patterns, like very fast changes in direction etc., it may be that Ron saw an aircraft and he was not able to identify it.

If we except his account as an accurate one, however, then his sighting becomes more interesting. When we compare MA 4/12/1979 B with MA 4/12/1979 C, we find that Ann P. also described an object with a very bright front light source. Both objects had smaller lights on their sides. Ron's object descended below the tree line in about the same direction as Holbrook at about the same time Ann got to see an unusual object fifty feet off the ground.

This and many other sightings seem to depend heavily on how accurately the witnesses observe and subsequently report what they have seen. Based on what I know of Ron S., I would rate him as 6 on a scale of 1-10. ( 1=poor - 10=accurate)

MA 4/12/1979 D

Mr. Jerry Groom saw an unusual group of lights while he was on his way home driving on route 128 and as he turned onto route 24 south. I've included the sighting forms that he filled out because it may be that he also saw the same object that the witnesses from MA 4/12/1979 B&C saw.

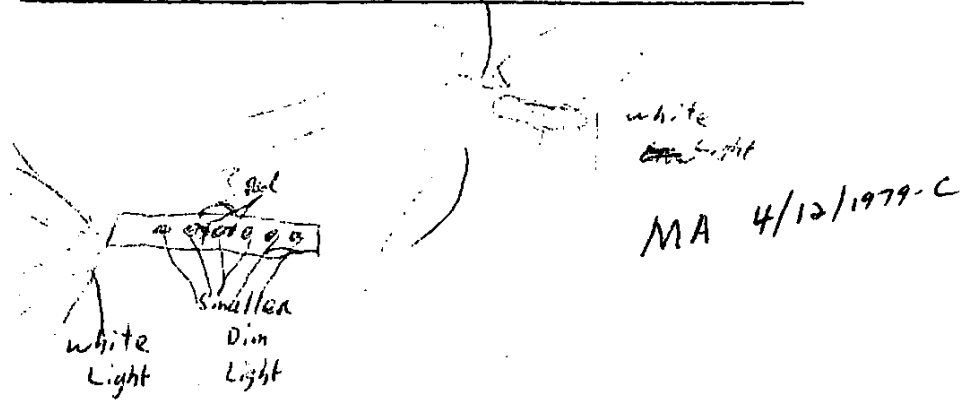


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: David R. Downs  
STREET ADDRESS: 632 Oak Hill Ave. PHONE: A/C 617 1220-7316  
TOWN/CITY: Attleboro STATE: Mass. ZIP CODE: 01903 COUNTRY: USA.

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

1) Going out to car  
 2) Bright reflection of light off clouds  
 3) A UFO  
 4) Curious, convinced, excited, called to my wife, called Jill's, called Randolph police dept., called mother-in-law,  
 5) Brilliant white light coming through clouds approx. 30' in, slow, moving west and descending more quickly, appeared to be streak with white lights on side and red on top besides also. Not sure.  
 6) It passed below the horizon level of sight

(Continue narrative on reverse side)

PLACE OF SIGHTING

STATE/PROVINCE: MASS. COUNTRY: USA  
CITY/TOWN: Attleboro

SIGHTING TIME

DATE: 8/5/79 TIME: 5:20 PM ( ) AM ( ) ZONE: EST  
DURATION: \_\_\_\_\_ SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

DAY: 12 MONTH: 4 YEAR: 79



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

DATE 2-1-79

FOR USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: partly cloudy

CEILING: \_\_\_\_\_

EDUCATION: High School

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: AS Army Specialist Electrical

VISOR: 6000 COLORBLIND? NO EYEGLASSES? NO

HEARING: GOOD FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: BETTER DURING SIGHTING? BETTER AFTER? \_\_\_\_\_

NAME: REBEKA J. JACOB

STREET: 71 Heath St.

TOWN/CITY: Brockton, Mass. PHONE: 552-2155

PROVINCE: Massachusetts COUNTRY: USA

OCCUPATION: housewife

EMPLOYER BY: \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS(✓) CAR( ) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: (GLASSES(✓) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( ) MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_

AREA/LOCATION: CITY(✓) SUBURBAN( ) RURAL( ) INDUSTRIAL( ) COMMERCIAL(✓) RESIDENTIAL( )

AREA/TERRAIN: FIELDS( ) WOODS(✓) HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR( ) PARTLY CLOUDY(✓) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN NE 30° LAST SEEN IN W IT MOVED FROM NE TO W

UFO ELEVATION: (FIRST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_ (LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER(✓)

UFO DISTANCE: WHEN CLOSEST TO ME \_\_\_\_\_ UFO ALTITUDE: WHEN CLOSEST TO THE GROUND? \_\_\_\_\_

UFO PASSED: (IN-FRONT-OF me WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS (BEHIND trucks (Highway) WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE(✓) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_ BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING(✓) AFTER UFO SIGHTING(✓)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_ (A LIGHT (✓) NUMBER OF 6 SHAPE OF circle COLOR(S) white/red

DESCRIBE: SOUND low (w/peep) SMELL \_\_\_\_\_ SPEED \_\_\_\_\_

REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW (BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE (✓) OTHER \_\_\_\_\_

APPARENT SIZE: (HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW? \_\_\_\_\_ TIMES THE SIZE OF A STAR 1/2 TIMES THE SIZE OF A FULL MOON

BRIGHTER THAN A STAR ( ) THE MOON (✓) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY as having lights

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (✓) HOVER? ( ) AFFECT RADIO/TV? ( ) FLUTTER? ( )

TURN ABRUPTLY? ( ) DESCEND? (✓) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? not normally AFFECT MAGNETISM? ( ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? not at all

EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? not at all

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? (✓) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? (✓) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? 1 DID ANY OTHER AGENCY CONTACT YOU? No

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Donald W. Jacob  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 16 4 79  
DAY MONTH YEAR

Address and ph. # not to be used in any type publication unless with last name

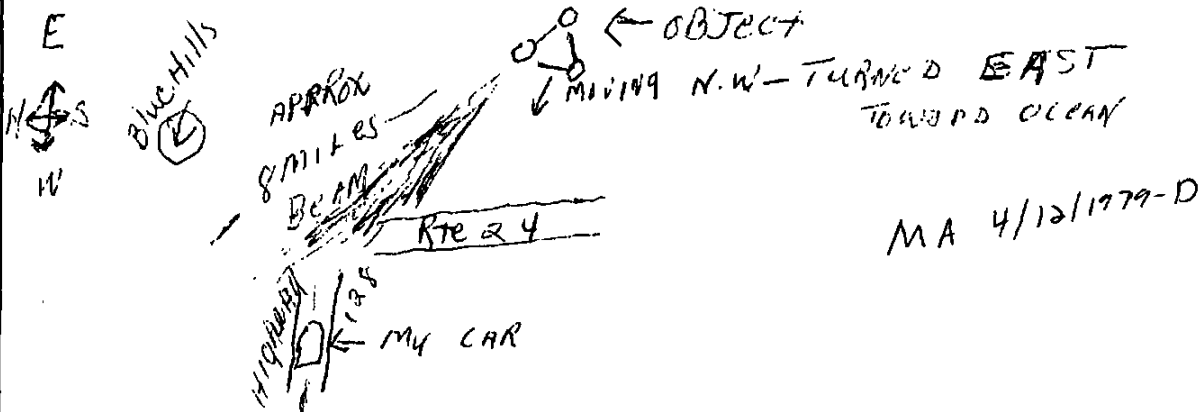


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: David R. Downs
STREET ADDRESS: 632 Oak Hill Ave. PHONE: A/C 617-223-7326
TOWN/CITY: Attleboro STATE: Mass. ZIP CODE: 02703 COUNTRY: Bristol

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

- 1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

- 1. DRIVING ALONG RTE 24 IN EASTERLY DIRECTION
2. BEAM OF LIGHT
3. AN AIRPLANE
4. MERELY OBSERVATIONS - AFTER RECEIVED CALL OF SIGHTINGS IN AREA
5. OBJECT FLEW IN ERROTIC PATTERN AT TIMES STILL & THEN TURNED AT A 90° ANGLE
6. WHEN I TURNED ONTO RTE 24 AND TRAVELED IN A SOUTHERLY DIRECTION

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASS STATE/PROVINCE
Attleboro CITY/TOWN
Bristol COUNTY
COUNTRY

SIGHTING TIME

8:10 PM ( ) AM ( ) ZONE: EST
DURATION: 20 ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

12 DAY
4 MONTH
79 YEAR



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: High School MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? fairly good AFTER? same

WITNESS' NAME: Laura White AGE: 58

STREET: 67 Pine St

TOWN/CITY: A. Eaton PHONE: 335-3518

PROVINCE: MASS COUNTRY: U.S.A

OCCUPATION: Retired

EMPLOYED BY: \_\_\_\_\_

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VILWED FROM: OUTDOORS( ) INDOORS( ) CAR(✓) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH ( GLASSES( ) WINDOW(✓) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( ) )  
( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_ )

AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL( ) INDUSTRIAL(✓) COMMERCIAL( ) RESIDENTIAL( )

AREA/TERRAIN: FIELDS( ) WOODS( ) HILLS(✓) MOUNTAINS( ) RIVER( ) POND( ) LAKE( )

AREA/TECHNICAL: AIRPORT( ) POWERLINES(✓) POWER STATION( ) RAILROAD TRACKS(✓) OTHER \_\_\_\_\_

SKY CONDITION: CLEAR(✓) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(✓) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN N.W LAST SEEN IN EAST IT MOVED FROM N.W TO EAST

UFO ELEVATION: ( FIRST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_ )  
( LAST SEEN - 1/4(✓) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER \_\_\_\_\_ )

UFO DISTANCE: WHEN CLOSEST TO ME \_\_\_\_\_ UFO ALTITUDE: WHEN CLOSEST TO THE GROUND \_\_\_\_\_

UFO PASSED: ( IN-FRONT-OF me WHICH WAS 8 miles IN DISTANCE FROM THE WITNESS )  
( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS )

ALSO IN AREA: AIRPLANE(✓) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER \_\_\_\_\_

BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING(✓) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT ( ) NUMBER OF 1 SHAPE OF undetermined COLOR(s) \_\_\_\_\_ )  
( A LIGHT (✓) NUMBER OF 3 SHAPE OF \_\_\_\_\_ COLOR(s) white )

DESCRIBE: SOUND none SMELL none SPEED \_\_\_\_\_

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW )  
( BASKETBALL(✓) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER \_\_\_\_\_ )

APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW? )  
( 5 TIMES THE SIZE OF A STAR \_\_\_\_\_ TIMES THE SIZE OF A FULL MOON )

BRIGHT AS: A STAR (✓) THE MOON ( ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY

DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)

CHANGE DIRECTION? (✓) HOVER? ( ) AFFECT RADIO/TV? (✓) FLUTTER? ( )

TURN ABRUPTLY? (✓) DESCEND? (✓) AFFECT ELECTRICITY? ( ) SPIN? ( )

FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )

ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )

EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? ( )

CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? (✓)

CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )

CAST LIGHT? (✓) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )

REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )

LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )

DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

HOW MANY OTHER WITNESSES? \_\_\_\_\_ DID ANY OTHER AGENCY CONTACT YOU? \_\_\_\_\_

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Gerald A Groom  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME

Sacramento River Fishermen have Close Encounter

by

Paul Cerny, Western Regional Director

Close Encounter  
with Very Exotic  
Animals and  
New Item

Reuben Genera 32, and his brother Carlos 38, were fishing for striped bass on the bank of the Sacramento River about five miles north of Colusa, California. The time was a little after 1:00 a.m. on May 25, 1979. It was a clear night and they were using a Coleman lantern to see by. Their poles were propped up on "Y" sticks stuck in the bank near the water's edge, in typical "fishing fashion".

They had arrived for fishing about nine o'clock. In the quiet, warm night the brothers were standing facing one another talking and keeping an eye on their lines in the light of the lantern. The location is only about four miles airline from the September 1976 outstanding detailed sighting reported by Bill Pecha of Colusa and eight other local witnesses. Colusa, a small farming community of about 3,500 people, is about 100 miles north of Sacramento.

Reuben was suddenly startled to see bright lights turn on behind Carlos and just over a large heavy stand of riverbank trees, about 700-800 feet away. He called Carlos' attention to the lights. Carlos, whose home was in Colusa, (Reuben lived in San Jose) was familiar with the Pecha sighting in 1976. Carlos exclaimed, "My God, it's a UFO!" Reuben said, "Turn the light out." Both scrambled to extinguish the Coleman lantern. Carlos quickly located his heavy duty "flashlight" lantern and checked for his hand gun which he always carried when fishing at night, for protection.

The bright, white lights just stayed where they were, hovering silently about 50 to 100 feet over the trees. Reuben admits to being a natural clock-watcher. When something unusual happens, he automatically makes a note of the time on his watch. When the lights suddenly appeared, he noted the time, 1:08 a.m. By Reuben's timing, the lights remained hovering in the same spot for about six minutes.

When the lights first turned on in their direction, they were quite blinding

# UFO Sighting At Long Beach

Ellen Gauthier  
and  
Ken Deats  
Staff Writers

Business was slow at Ed and Kay's Market in St. James last Tuesday evening when Kay Critzer decided to close early. At approximately 8:30 p.m. she closed the doors to the green Grand Prix and headed the winding wooded path to her home in Long

Beach. It was an unusually hot day for May and her neighbors were up with the air conditioning on. A few miles home she noticed a bright yellow and orange object hovering 20 to 30 feet in the air above her

house. "I couldn't tell anyone about it," the blond 32-year-old woman said Monday. "I didn't want to think I was ready for a UFO sighting jacket."

The sighting wasn't until Thursday, two days after the sighting and following an strange occurrence, Mrs. Critzer told her neighbors what she had seen. "As I was on Long Beach Road when I noticed at tree level this bright oval object that was bright yellow in color and reminded me of a sun," she recalled while sitting in her living room.

Mrs. Critzer said the object had orange lights all around its perimeter. "These lights flashed," she said. "Mrs. Critzer said that the sightings that have been reported by people seeing objects in the sky - rockets stopping, lights changing, electrical systems blowing out - did not occur that evening."

"I think it probably followed for a mile and then I was frightened. I had never anything like that before. It wasn't a meteor or an airplane. I was off on Flagg Harbor Road which is not the usual route to go home," she recalled.

"I saw tire marks when I turned the turn. My only

thought at that time was to get away," Mrs. Critzer said.

Both Ed and Kay Critzer appear to be normal stable people, not given to flights of fancy. They have owned Ed and Kay's Market for the past two years where they both work seven days a week. Their neighbors describe them as practical hardworking people.

"I have never been interested in reading about this kind of thing before. I am not now," Mrs. Critzer said.

Neither of the Critzers have seen "Close Encounters of the Third Kind" saying they don't have time to see movies or to watch much television.

Thursday night after the couple returned home from work Mrs. Critzer heard a "strange whirling sound." "The dogs in the neighborhood who are usually quiet were going wild. Not just barking but howling and moaning," she said.

The noise continued intermittently every 15 to 20 minutes from approximately 10:30 p.m. until daybreak. According to her account which was substantiated by her husband, Ed, the noise was a humming that alternated pitch. "It was a high pitch and then low pitch," Ed Critzer said.

He had been awakened around 4:30 in the morning by the noise, "I have only 70 percent hearing so if I sleep on one side I don't hear things well," he said.

Neither of the Critzers went outside to investigate. "I don't know why we didn't go out and look around," he said. "That was the logical thing to do but we just looked out the window and didn't see anything. Then I went back to bed." Mrs. Critzer stayed awake all night.

The Long Beach area is located within five miles of the Calvert Cliffs Nuclear Power plant. Many reported UFO sightings have been near high tension power lines where it is believed, by people who support the theory of extraterrestrial visitors, that the airships drop down to recharge their energy supplies.

Mrs. Critzer reported that the lights at their house flickered on and off a lot on Tuesday night and again on Thursday. She said this has happened before but usually it has been when there was a high wind or electrical storm in the area. Tuesday and Thursday the weather was clear.

Mr. Critzer's 80-year old mother also heard the "eerie, whirling noise" Thursday. She said it was like nothing she had ever heard in her life time.

"My mother is a student of the Bible," Ed Critzer said, "and the Bible speaks of these things."

Mrs. Critzer's brother is with Army intelligence she reported. "I called him and he said that it was quite possible that I had seen a UFO," she said. "He said that there have been numerous sightings near nuclear power plants," Mrs. Critzer said.

"I wouldn't drive away from it again," Kay Critzer said. "I would stop the car and turn out the lights and watch. I'm curious about them now," she said.

The Critzer's next door neighbor Donna Kline said she didn't hear anything unusual last week. "I've just moved in and haven't been here long enough to know an unusual sound if I heard one, I guess," Ms. Kline said.

She did recall that one night the dogs in the neighborhood were barking but couldn't remember which night it was.

Francis Watts, who lives up the street from the Critzers, was working in her garden on Monday. "My husband and I were probably asleep at the time the Critzers heard the noise. We didn't hear anything. I wish I had. I vaguely remember feeling something strange was happening one evening but now I can't remember what caused the feeling," Mrs. Watts said.

Susan Miernicki, who lives on the beach, said she didn't hear anything last week.

Joyce and Jim Kennedy, who also live on the beach,

heard dogs barking a lot on Tuesday night and again in the early morning hours Friday.

Tuesday night their neighbors were out of town and Joyce and Jim were keeping an eye on their house. "Their dog started to whine and kept it up for at least 45 minutes which is unusual," Joyce Kennedy said. "We were just about to call the police because we thought someone might have been breaking in the house when he stopped."

Around 5 a.m. Friday morning the Kennedys heard the neighbors dog howling and whining again. "The seagulls were carrying on a lot too. My husband asked me if I heard that noise and I said I heard something but we went back to sleep," Joyce Kennedy said.

Randy and Sara Butler were away from home most of Thursday and arrived back around 9 p.m. that night. They said they did not hear any strange noises and that their dog, "Bruiser" was a little restless but "we assumed it was because we had been gone all day," Mr. Butler said.

The Butlers, along with several other neighbors, said that there are times when steam is released at the Calvert Cliffs plant. "This usually goes on for 5 to 10 minutes and then stops," Mrs. Butler said. The descriptions of the steam release did not coincide with the sound reported by the Critzers.

A spokesman for the Baltimore Gas and Electric Company reported that one of the reactors is presently shut down for refueling so it is unlikely that steam would have been released from the plant intermittently all night the evening of May 10.



Kay Critzer, seated with her husband, Ed, describes the shape of the bright orange-yellow object she sighted near Long Beach Road. (staff photo by Ken Deats)

to the two brothers whose eyes had long become used to the darkness even though there was about a two-thirds moon that night. The lights beamed outward toward them for about 600 feet, similar to car headlights, but much larger. They angled slightly downward and were spaced far apart on the flat, blunt front end of the strange craft.

As the UFO started to slowly move toward them, both were very apprehensive and Carlos was on the verge of panic. He hastily told Reuben that he thought they might be picked up, as he had read about it somewhere. With that, Reuben, who had wanted to stay to see what the craft was going to do, was ready to get out of there too, as Carlos suggested. They scampered part way up the gradual sloping river bank and hid themselves in some heavy brush, still watching the slowly approaching lights intently.

Strangely enough they were quite aware of nearby animals, frogs and crickets, making a lot of exciteable racket, especially a flock of peacocks across the river at a nearby ranch. Usually animal and insect life quiets down to a standstill at a close approach. Reuben was even aware of his fishpole bobbing erratically from the bass biting his bait.

A similar reaction comes to mind that occurred during the 1960's Exeter, N.M. case when the horses in a nearby barn were wildly kicking their stalls trying to get out.

The huge ship passed slowly overhead at only about 100 feet above them. They felt no unusual effects of any kind. They managed to study it intently, observing its shape and light configurations. They did detect a very pronounced, steady, noticeable humming sound similar to electric motors, but really different from anything they could compare to with which they were familiar.

As it passed directly overhead very slowly, Carlos got up enough nerve to shine his powerful battery powered lantern on its underside. The lantern beam revealed a smooth, metallic surface similar to aluminum. A row of underside lights



Sacramento River Fishermen have Close Encounter

by

Paul Cerny, Western Regional Director

Reuben Genera 32, and his brother Carlos 38, were fishing for striped bass

on the bank of the Sacramento River about five miles north of Colusa, California.

The time was a little after 1:00 a.m. on May 25, 1979. It was a clear night and

they were using a Coleman lantern to see by. Their poles were propped up on "Y"

sticks stuck in the bank near the water's edge, in typical "fishing fashion".

They had arrived for fishing about nine o'clock. In the quiet, warm night

the brothers were standing facing one another talking and keeping an eye on their

lines in the light of the lantern. The location is only about four miles airtine

from the September 1976 outstanding detailed sighting reported by Bill Pecha of

Colusa and eight other local witnesses. Colusa, a small farming community of about

3,500 people, is about 100 miles north of Sacramento.

Reuben was suddenly startled to see bright lights turn on behind Carlos and

just over a large heavy stand of riverbank trees, about 700-800 feet away. He

called Carlos' attention to the lights. Carlos, whose home was in Colusa, (Reuben

lived in San Jose) was familiar with the Pecha sighting in 1976. Carlos exclaimed,

"My God, it's a UFO!" Reuben said, "Turn the light out." Both scrambled to ex-

tinguish the Coleman lantern. Carlos quickly located his heavy duty "flashlight"

lantern and checked for his hand gun which he always carried when fishing at

night, for protection.

The bright, white lights just stayed where they were, hovering silently about

50 to 100 feet over the trees. Reuben admits to being a natural clock-watcher.

When something unusual happens, he automatically makes a note of the time on his

watch. When the lights suddenly appeared, he noted the time, 1:08 a.m. By Reuben's

timing, the lights remained hovering in the same spot for about six minutes.

When the lights first turned on in their direction, they were quite blinding

along the leading front blunt edge of the object extended in a straight line from headlight to headlight. These were red, blue, and green in color. A large single red light was located at the center-rear edge, as if a single tail light. They estimated the UFO as being about 60 feet across and perhaps slightly longer than wide. Its overall shape was like a large man's shoe heel with the flat edge at the front, moving in that direction. No depth or thickness could be speculated due to this underside view, and at a distance, the "piercing" bright headlights obscured any estimation of thickness that could be determined.

As it slowly passed over them, they scampered up the rest of the river bank to the top of the levee and watched the strange aerial vehicle gradually disappear behind a heavy grove of trees, its humming motors never changing pitch.

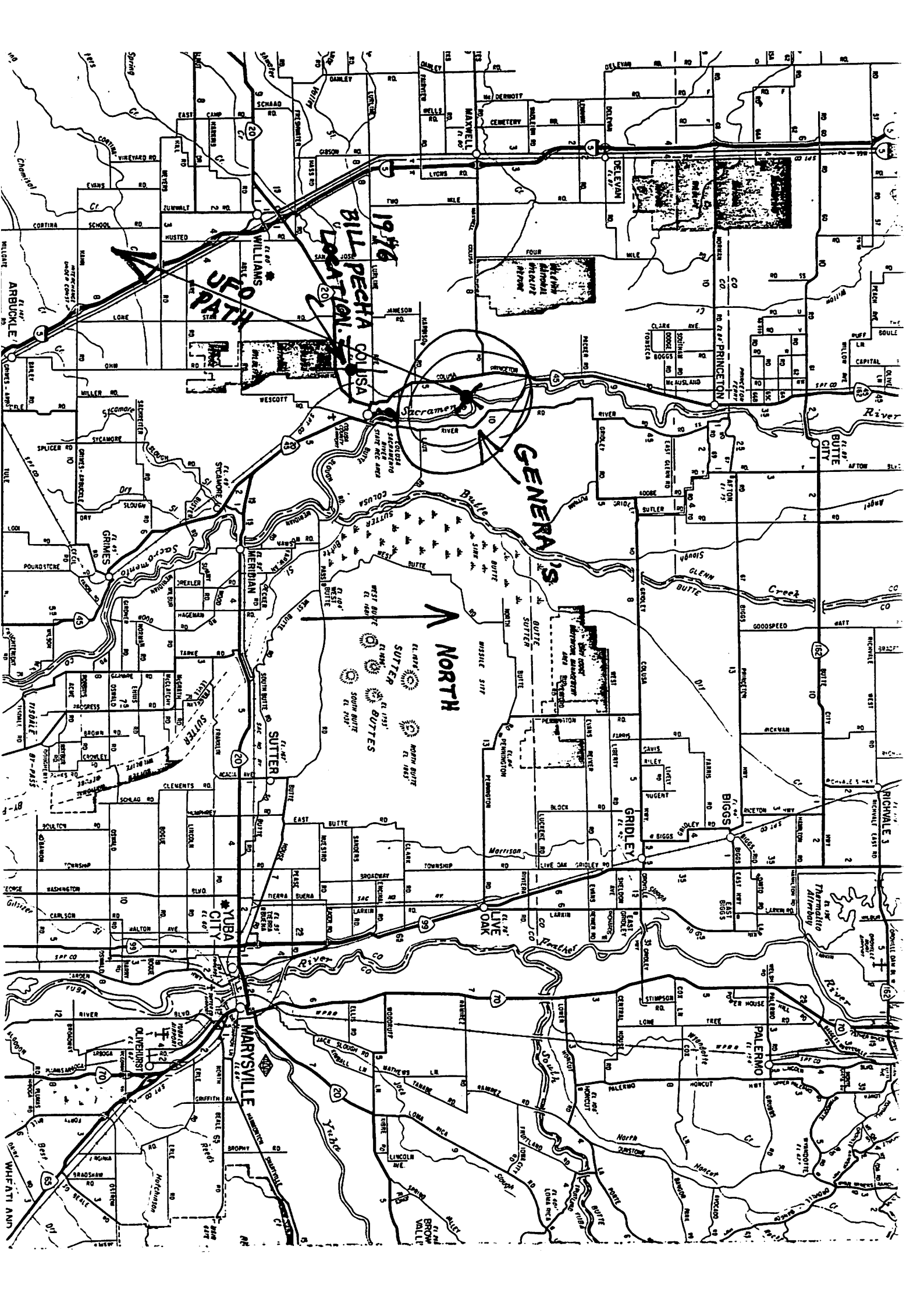
They watched for a few minutes to see if it might return, but it did not. After discussing the startling events for a few minutes and since it seemed to have left the area, they decided to go back to their fishing. Carlos remarked that what he had heard, particularly about Bill Pecha's Colusa sighting, and what he had read, that this startling experience certainly made a believer out of him!

About a half hour later they noticed what they thought may have been the same craft off to the west of them, heading in a northerly direction at a much faster speed.

They continued to fish until about 5:00 a.m., then broke camp and drove into Colusa. They arrived at the County Sheriff's office about 6:00 a.m. and made a report to the Sheriff's personnel, who took only a brief account of the incident. At about 10:00 a.m., Carlos called Beale A.F.B. near Marysville, California. This base is an operational location for the U-2 and SR-71 reconnaissance aircraft of the U.S.A.F. Beale personnel were seemingly uninterested in the report as well.

After the experience Carlos had a headache for almost a week before it eventually went away. Reuben had nightmares for more than a week. Both brothers

had high school educations and Reuben had two years of college. Carlos feared if he went out to the river the following night, he would encounter the UFO again. He did not go.



**UFO PATH**

**1976**  
**BILL PECHA COLISA**  
**UFO PATH**

**NORTH**

**GENERAL'S**

**YUBA CITY**

**MARYSVILLE**

**SACRAMENTO RIVER**

**SUTTER BUTTE**

**GLINN BUTTE**

**MISSILE SITE**

**GRIDLEY**

**BIGGS**

**PALEOMO**

**WHEATSTON**

**WHEATSTON**

**WHEATSTON**

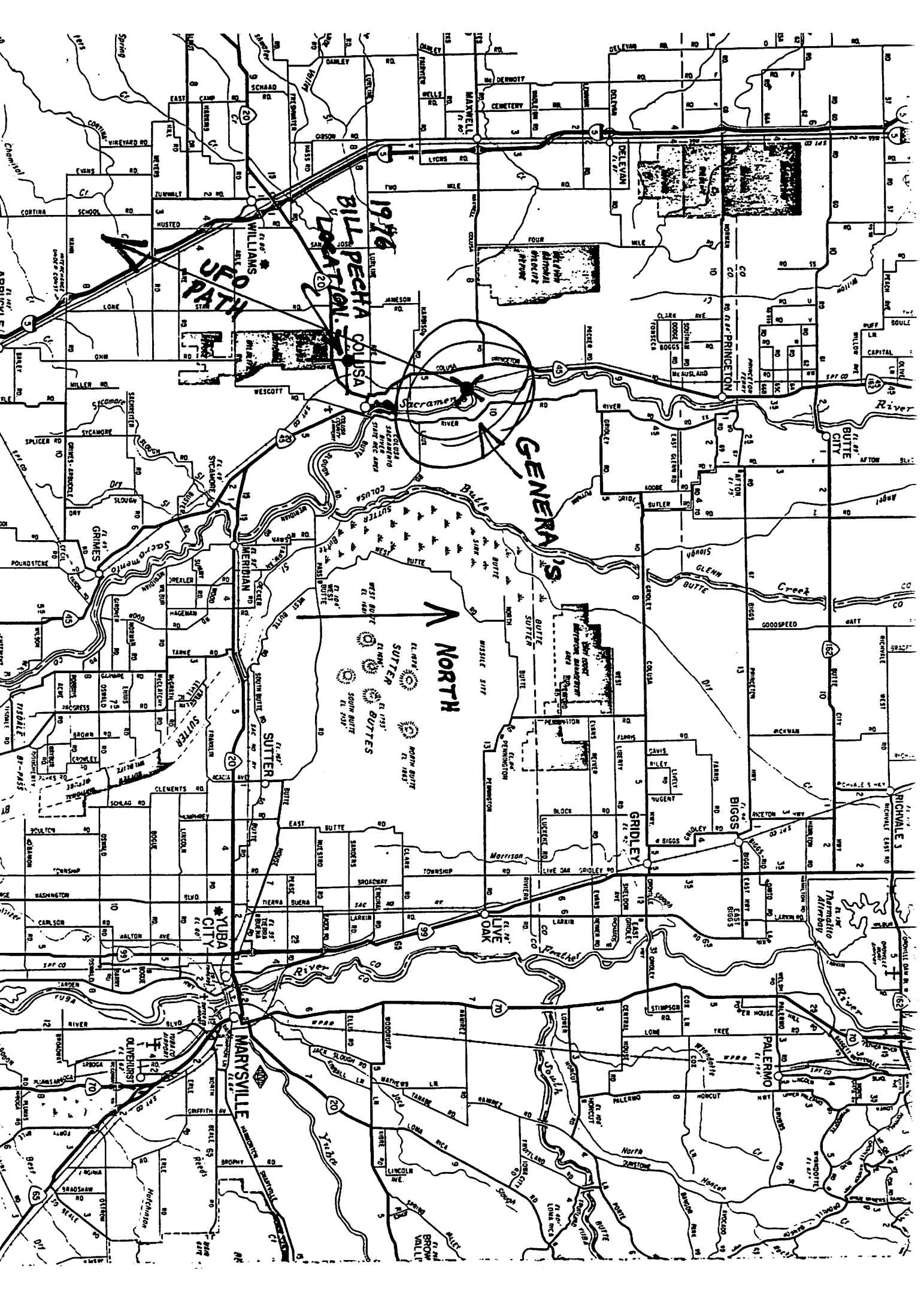
**WHEATSTON**

**WHEATSTON**

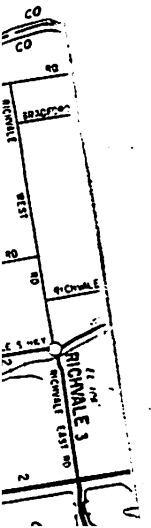
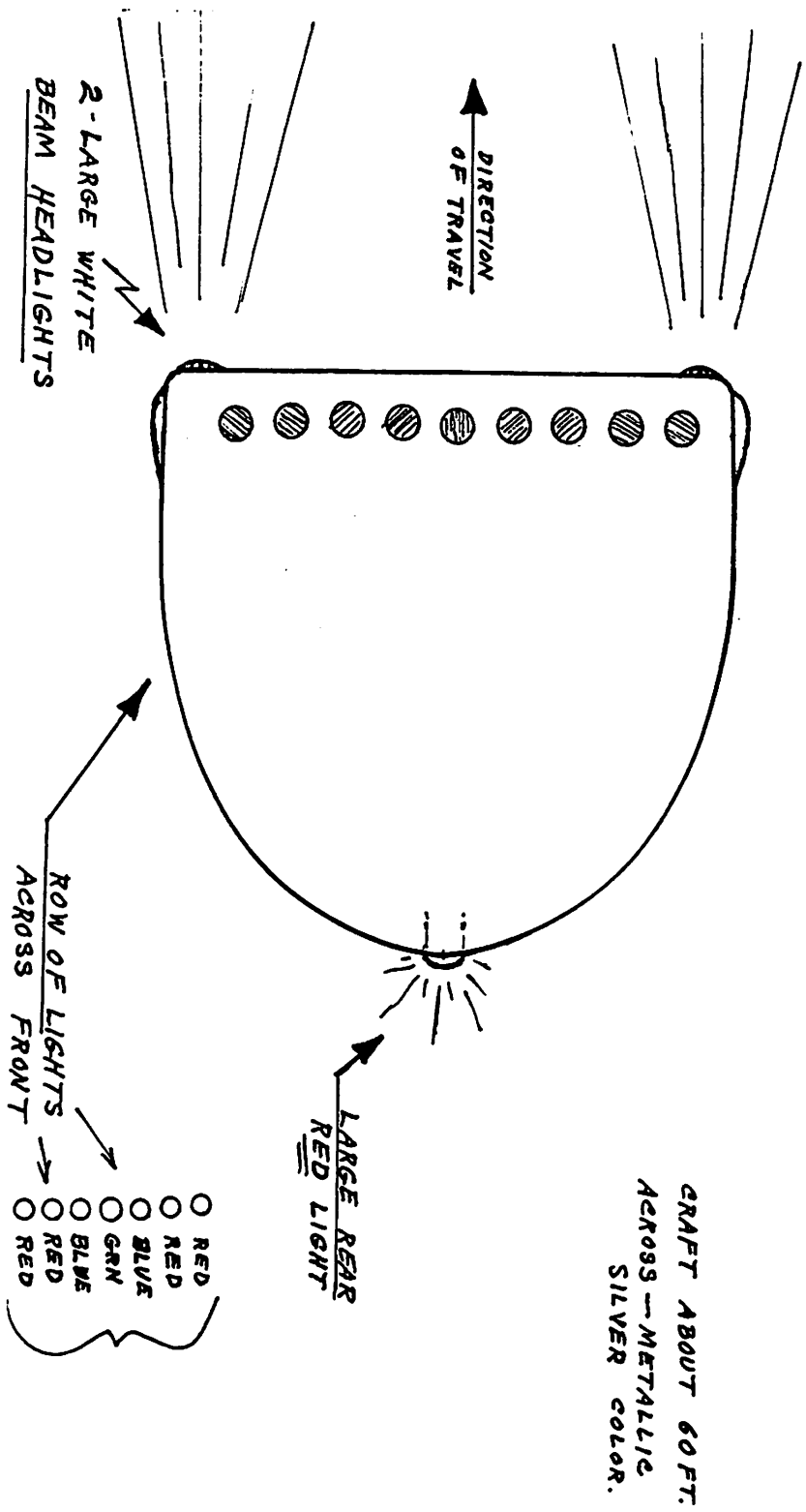
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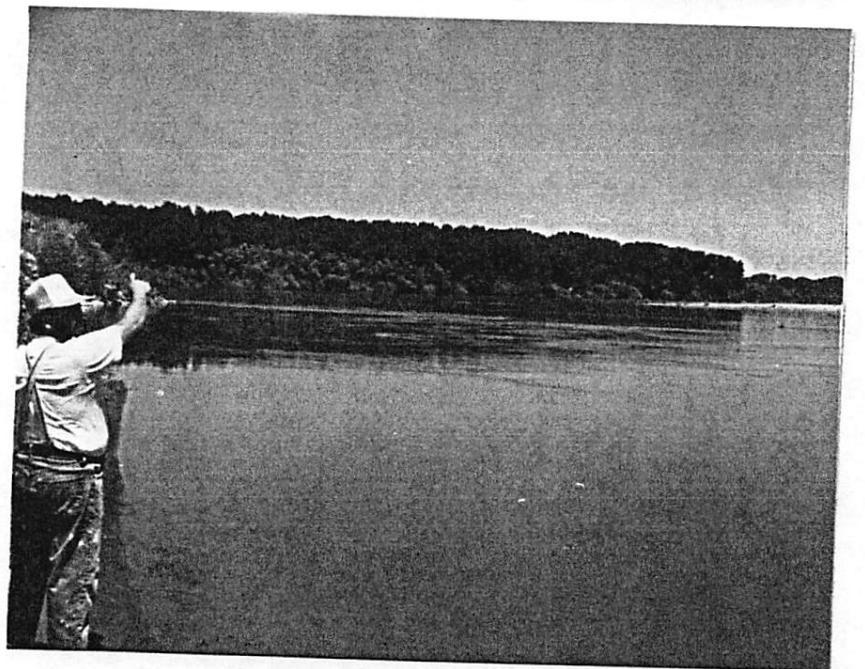
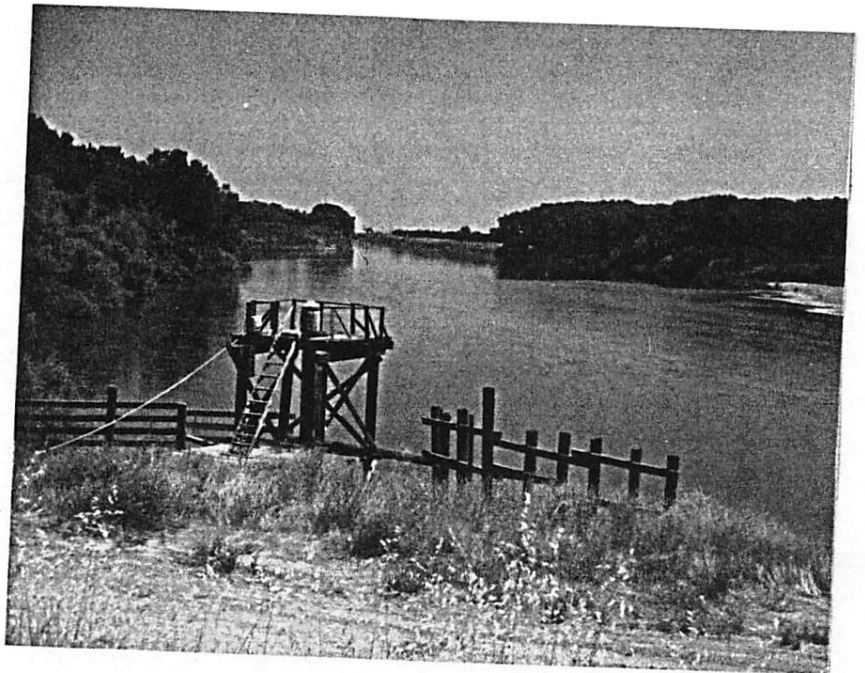
**WHEATSTON**

**WHEATSTON**



UFO — BOTTOM VIEW





Irrigation pump closer to the trees and looking east around the first bend from sighting spot on river bank.

Carlos looking north from spot where they were fishing to grove of river trees over which UFO hovered before approaching.

Trees average 100 ft or more high.

*Similar  
object*

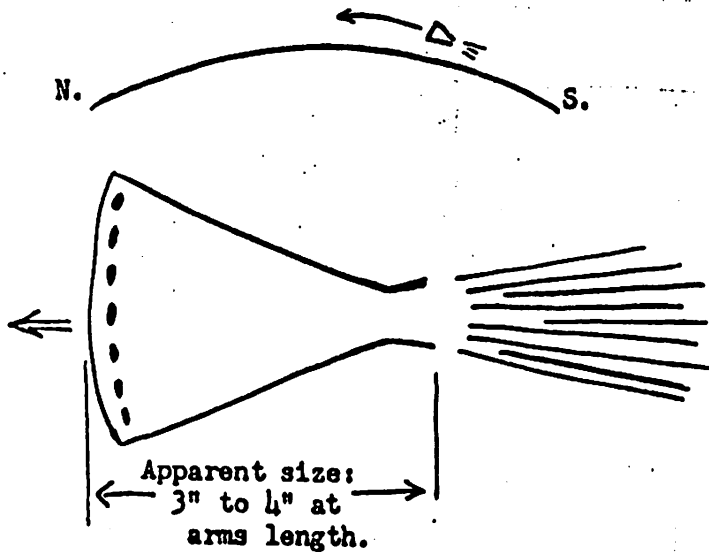
This is Newsnote No. 9 - for release

FEB 25, 1964

CONNECTICUT LEGISLATOR SIGHTS STRANGE AERIAL OBJECT

Mr. L.B. Martin, of East Hartland, Conn., a member of the State Legislature for the past 5 terms, has given NICAP\*CONN details of a strange aerial object which he observed last fall. The following description is taken directly from Mr. Martin's report:

"On Oct. 4, 1963, at approximately 1 PM in East Hartland, Conn., I observed through the windshield of my car, as I went over a knoll, what appeared to me to be a capsule travelling at a terrific rate of speed...I stopped the car to watch it. This object had the exact shape of a capsule, such as flown by Col. Glenn - the sky was powder blue and cloudless. The object was silvery, and the details extremely sharp. I could see a band of small black dots that were near the flat surface. Behind it and projected from the center of the tail, appeared a comet in reverse. There was no vapor stream in the air. This flare-out seemed to be three-quarters the size of the object and it went along with it, not leaving a trail. Absolutely no noise was heard."

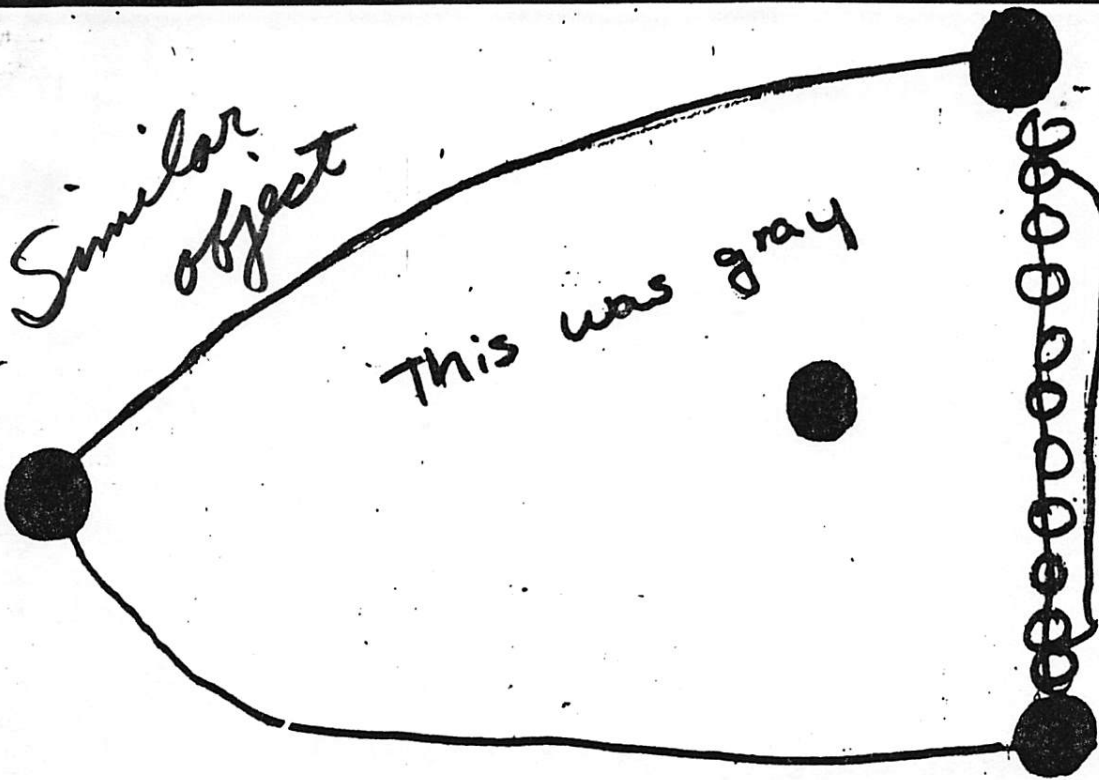


To date, NICAP\*CONN has been unable to ascertain if anyone else saw this object or to determine what it was that Mr. Martin saw. The illustration shown above is based on a sketch drawn by Mr. Martin.

\* \* \* \* \*  
"Perfectly ridiculous, unspeakably anthropomorphic, hopelessly vain are those who believe that we are something special and superior in the universe of more than 100,000 million billion stars." - Dr. Harlow Shapley, Director emeritus of Harvard Observatory.

THIS UFO NEWSNOTE IS DRAWN FROM MATERIAL COMPILED BY THE NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA (NICAP). FOR ADDITIONAL INFORMATION, WRITE TO -  
NICAP 1536 CONNECTICUT AVENUE N.W., WASHINGTON 6, D.C.  
OR TO NICAP'S CONNECTICUT AFFILIATE -  
NICAP-CONN 9 HIRAM LANE, BLOOMFIELD, CONNECTICUT





UFO Sketch by Dawn Tongish, near Herndon, Nebr., August 2, 1979.

(Courtesy: Gazette)

Residents in the Oberlin-Herndon area of Nebraska observed a UFO beginning at about 11:15 p.m., August 2, according to the August 7, 1979, edition of the McCook, Nebr., *Gazette*.

Mrs. Denis Tongish and her daughter, Dawn, were riding bicycles near their farm 2.5 miles southeast of Herndon when they spotted "a strange light to the south." It appeared to be hovering over some grain bins.

Denis Tongish, his son, and another daughter were not watching the object, which looked like it was 500-800 feet above the bins. The family heard "the sound of a motor" as the UFO moved off.

The object "was three-sided with red lights at each corner and one in the middle." There were additional red and white lights. The UFO "was a dull metal" and "at least 50 feet long." (See sketch, page 3).

Meanwhile, Cliff Sattler, driving on U.S. 36 near Herndon, also saw the mysterious craft with his wife, son, and son's friend. It had white and yellow lights. The UFO headed north and "suddenly just disappeared."

Mrs. Arlo Wurm, her son and daughter, were heading home near Oberlin when they noticed the object "very low to the ground." It "appeared to stop above their feedlot."

The UFO had a cone at the front and a black object behind that was "about the size of a football field." There were numerous lights on the object.

Other area witnesses also reported seeing the craft.

ANIMAL MUTILATIONS -- 1979

Overall, it's not a pretty picture. The phenomenon involves the grotesque mutilations of thousands of animals in the U.S., Canada, and several foreign countries. Most of the victims have been cattle, but the afflicted also include horses, dogs, cats, poultry, and other animals. Even bestiality has been reported in several cases.

The news media has been reporting the bizarre phenomenon for about the last five years, but there is evidence such incidents have been occurring worldwide for more than

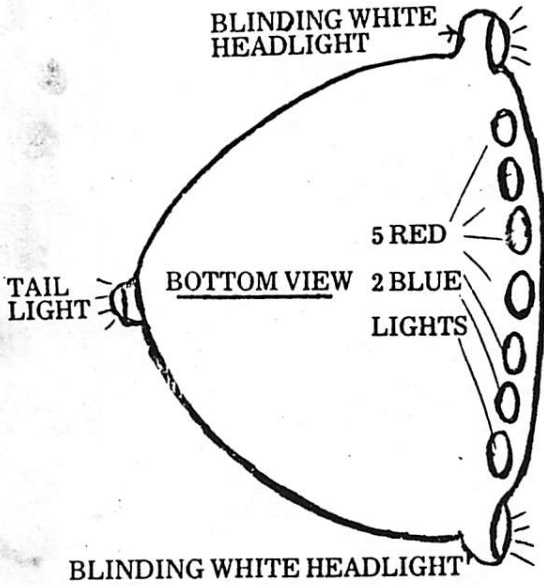
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MAY 26

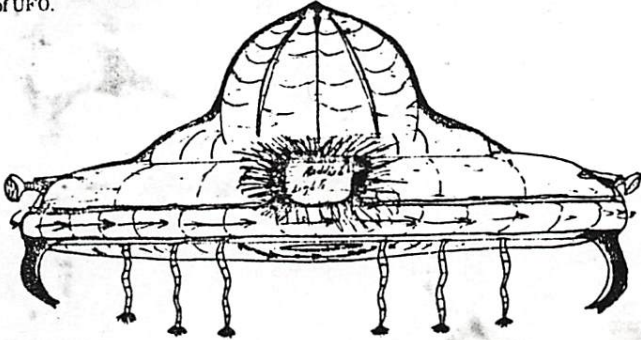
CALIF.

SUN HERALD, Colusa, CA - May 29, 1979

# UFO Sighted Near Colusa?



The drawing shown above is how Carlos and Ruben Genera described the UFO they sighted over the Sacramento River early Saturday morning. Unlike the Pecha drawing below, the Genera brothers were unable to see the top of the UFO. The drawing shows only the bottom of the UFO as they saw it from their boat. The fat portion is the front of UFO.



The last UFO sighted over Colusa was Sept. 13, 1976 by Bill Pecha, Jr. who drew the description of what he saw in the drawing shown above.

A silver-colored, bullet-shaped unidentified flying object with a pair of intensely brilliant beams of light was reported hovering over the Sacramento River north of Colusa early Saturday morning.

Carlos Genera and his brother, Ruben, told the Sun-Herald they saw the object while sturgeon fishing about five miles upstream from town.

They said it was about two city blocks away from their boat when they first saw it at an altitude they estimated to be about 1,000 feet. They spotted the object at about 12:15 a.m.

"It came out of nowhere and stayed at one point two or three minutes," Ruben said. "Then it came over our heads and headed west toward the foothills," Carlos added.

Carlos said the UFO emitted "a nice steady hum like a big electric generator." Ruben described the sound as being "like a big vacuum." "After it left, we could still hear the hum for about 50 minutes," Ruben added.

Carlos explained that when the object first appeared, they couldn't make out the shape because of the bright lights, one on each side, that were shining directly at them.

But when it came over them they saw it was formed like the head of a bullet, with the blunt end that fits into the cartridge casing being the front.

Carlos said there was one bright light beam on each side and another at the tail end. Also, he said, they could see several lighted portholes underneath at the front end.

The object the Genera brothers described differed considerably from the UFO Bill Pecha, Jr., reported seeing just west of Colusa the night of Sept. 10, 1976. That UFO was saucer-shaped with a dome and tenacles hanging from its underside.

Over the years, other UFOs have also been reported in the vicinity of the Sutter Buttes.

Ruben said the object they observed created a considerable stir among animals along the river and at nearby farms. "Everything started getting excited all at once. There was a big commotion right away."

He related that they could hear roosters crowing, ducks quacking and geese honking even though it was just after midnight. Also, the bullfrogs were provoked into croaking loudly, evidently in protest of being disturbed.

The incident lasted about six minutes, all told. "It was scary and it was exciting—everything all at once," Carlos declared. "You would never believe it until you've actually seen it," Ruben added.

Carlos said he and his brother continued fishing until about 5 a.m. then came in and went to the sheriff's office to report what they had seen and to find out whether anyone else had observed the object.

Another UFO was reported sighted over the Philippines.

An Unidentified Flying Object, flashing a rainbow of colors, was seen over a southeastern city on the main Philippine island of Luzon last week, according to published reports Sunday.

The newspaper Daily Bulletin said residents of Legazpi, 220 miles southeast of Manila, rushed out of their homes to view the object and were "enthralled" at the colors it flashed before it headed east.

Last Sunday, an American scientist claimed he and hundreds of villagers saw a UFO land in the southern Philippines at the country's highest mountain peak.

There were other reports of similar sightings in the Philippines in recent weeks. The military authorities have ordered an investigation but so far have not announced any findings.

The UFO Reporting Center in Seattle, Wash. said they had no further reports on the Colusa sighting by the Genera brothers.

However, according to a spokesman from the Reporting Center, this does not mean that other persons did not see the same UFO.

The spokesman said to often people fail to report UFO sightings because they fear they'll be ridiculed.

The Center did not receive any other reports of UFO sightings in the United States during the three-day holiday.

When the Sun-Herald attempted to contact the California UFO Sighting Center in San Francisco and found the phone was no longer in service and there was no new number.

If this is true then the UFO Reporting Center in Seattle is the only reporting center in the United States.

Persons wishing to contact the UFO Reporting Center may do so by phoning 1-206-722-3000 or write: Phenomena Research, P.O. Box 1897, Seattle, Washington, 98111.



CA  
US0908-1979-0001

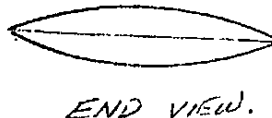
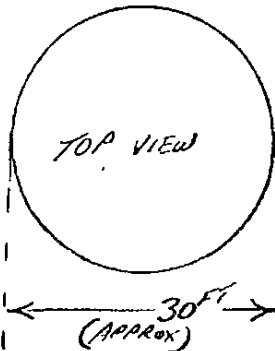
SHEET 1 OF 2

UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: PAUL C. CERNY - WITH DR J.A. HYNEK & MARVIN TAYLOR  
STREET ADDRESS: P.O. Box 1072 MT. VIEW, PHONE: A/C 415 941-5051  
TOWN/CITY \_\_\_\_\_ STATE: CA ZIP CODE: 94042 COUNTRY: U.S.A

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



SEE ATTACHED KLAMATH NAVIGATIONAL SECTIONAL (AIRCRAFT)  
(On a separate sheet, please sketch a simple map of the area showing your position and the object's position. Include an arrow denoting the direction of North. Indicate direction that the object was moving.)

PERSONAL ACCOUNT

PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING

1. WHERE WERE YOU AND WHAT WERE YOU DOING AT THE TIME?
2. WHAT MADE YOU FIRST NOTICE THE OBJECT?
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT?
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS.
6. HOW DID YOU LOSE SIGHT OF THE OBJECT?

SEE ATTACHED NARRATIVE.

(Continue narrative on reverse side)

8

PLACE OF SIGHTING

COUNTRY  
U.S.A

CITY/TOWN  
RURAL

COUNTY  
TRINITY

STATE/PROVINCE  
CALIFORNIA

SIGHTING TIME

10:00 AM

PM

ZONE: PACIFIC

DURATION: 20 SEC  MIN ( ) HRS ( )

DATE OF SIGHTING

DAY 8

MONTH 9

YEAR 79



ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR( ) AIRCRAFT(X) BOAT( ) OTHER \_\_\_\_\_  
 (GLASSES( ) WINDOW(X) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )  
 VIEWED THROUGH: ( ) MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER \_\_\_\_\_  
 AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL(X) INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )  
 AREA/TERRAIN: FIELDS( ) WOODS(X) HILLS(X) MOUNTAINS(X) RIVER( ) POND( ) LAKE( )  
 AREA/TECHNICAL: AIRPORT( ) POWERLINES( ) POWER STATION( ) RAILROAD TRACKS( ) OTHER N/A  
 SKY CONDITION: CLEAR(X) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 PRECIPITATION: NONE(X) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )  
 UFO DIRECTION: FIRST SEEN IN SW LAST SEEN IN N IT MOVED FROM SW TO N  
 UFO ELEVATION: ( FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER N/A  
 ( LAST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER N/A  
 UFO DISTANCE: WHEN CLOSEST TO ME 4000 FT UFO ALTITUDE: WHEN CLOSEST TO THE GROUND Approx. 100'  
 ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
 ( BEHIND \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
 ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER N/A  
 BEFORE WITNESS SIGHTED UFO( ) DURING UFO SIGHTING( ) AFTER UFO SIGHTING( )

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( AN OBJECT (X) NUMBER OF 2 SHAPE OF DISC COLOR(S) APPEARED WHITE  
 ( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
 DESCRIBE: SOUND \_\_\_\_\_ SMELL \_\_\_\_\_ SPEED APPROX 1500 MPH  
 REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE (X) AS THE OBJECT LISTED BELOW:  
 ( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER LIGHT AIRCRAFT  
 ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?  
 ( \_\_\_\_\_ TIMES THE SIZE OF A STAR 1/8 TIMES THE SIZE OF A FULL MOON  
 BRIGHT AS: A STAR ( ) THE MOON ( ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE AWAY  
 DID THE OBJECT(S) OR LIGHT(S): (Please elaborate on items checked below by using a separate sheet)  
 CHANGE DIRECTION? ( ) HOVER? ( ) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
 TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
 FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
 ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( )  
 EJECT OBJECT(S)? ( ) OVER A BUILDING? ( ) AFFECT ENGINE? ( ) APPEAR SOLID? (X)  
 CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )  
 CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? ( )  
 CAST LIGHT? ( ) CARRY OCCUPANTS? ( ) AFFECT HUMAN? ( ) WOBBLE? ( )  
 REFLECT LIGHT? ( ) COMMUNICATE? ( ) AFFECT WATER? ( ) VIBRATE? ( )  
 LEAVE A TRAIL? ( ) GIVE OFF HEAT? ( ) AFFECT GROUND? ( ) GLOW? ( )  
 DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

FOR MUFON USE  
 TEMPERATURE: 80-90°F  
 WIND DIRECTION: UNKNOWN  
 WIND SPEED: UNKNOWN  
 VISIBILITY: SOMEWHAT  
 CEILING: NONE

EDUCATION: COLLEGE - 3 YRS  
 DEGREE: A.A. DEGREE MAJOR: 15 YRS - POLICE WORK  
 SPECIAL TRAINING: PRIVATE PILOT  
 VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )  
 HEARING: GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )  
 HEALTH: DURING SIGHTING? EXCEL AFTER? EXCEL  
 COMMERCIAL, INSTRUMENT, & INSTRUCTOR RATING (FLIGHT)

WITNESS' NAME: HAROLD R. CHANDLER AGE: 38  
 STREET: 1277 E. 4th ST. (ZIP: 95361)  
 TOWN/CITY: DAKOTA, CA PHONE: 209-847-2420  
 COUNTY: STANISLAUS COUNTRY: U.S.A.  
 OCCUPATION: CALIF. HIGHWAY PATROL OFFICER  
 EMPLOYED BY: STATE OF CALIF.  
 B.S. DEGREE  
 JANET CHANDLER 8 YR OLD SON

HOW MANY OTHER WITNESSES? 2 DID ANY OTHER AGENCY CONTACT YOU? NO

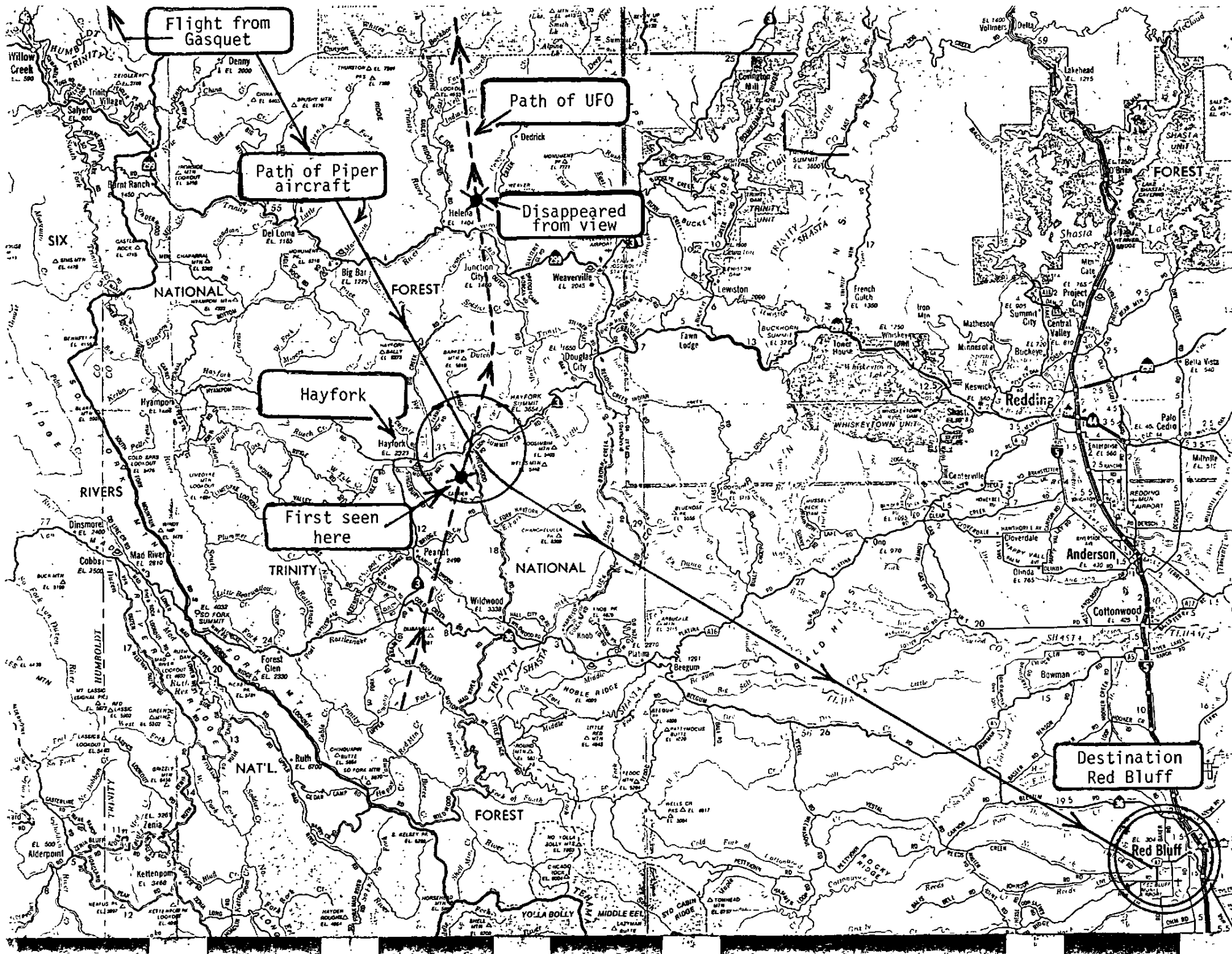
PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

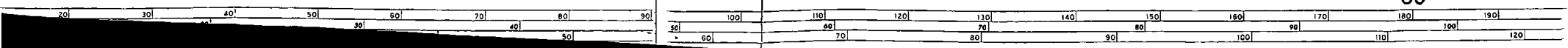
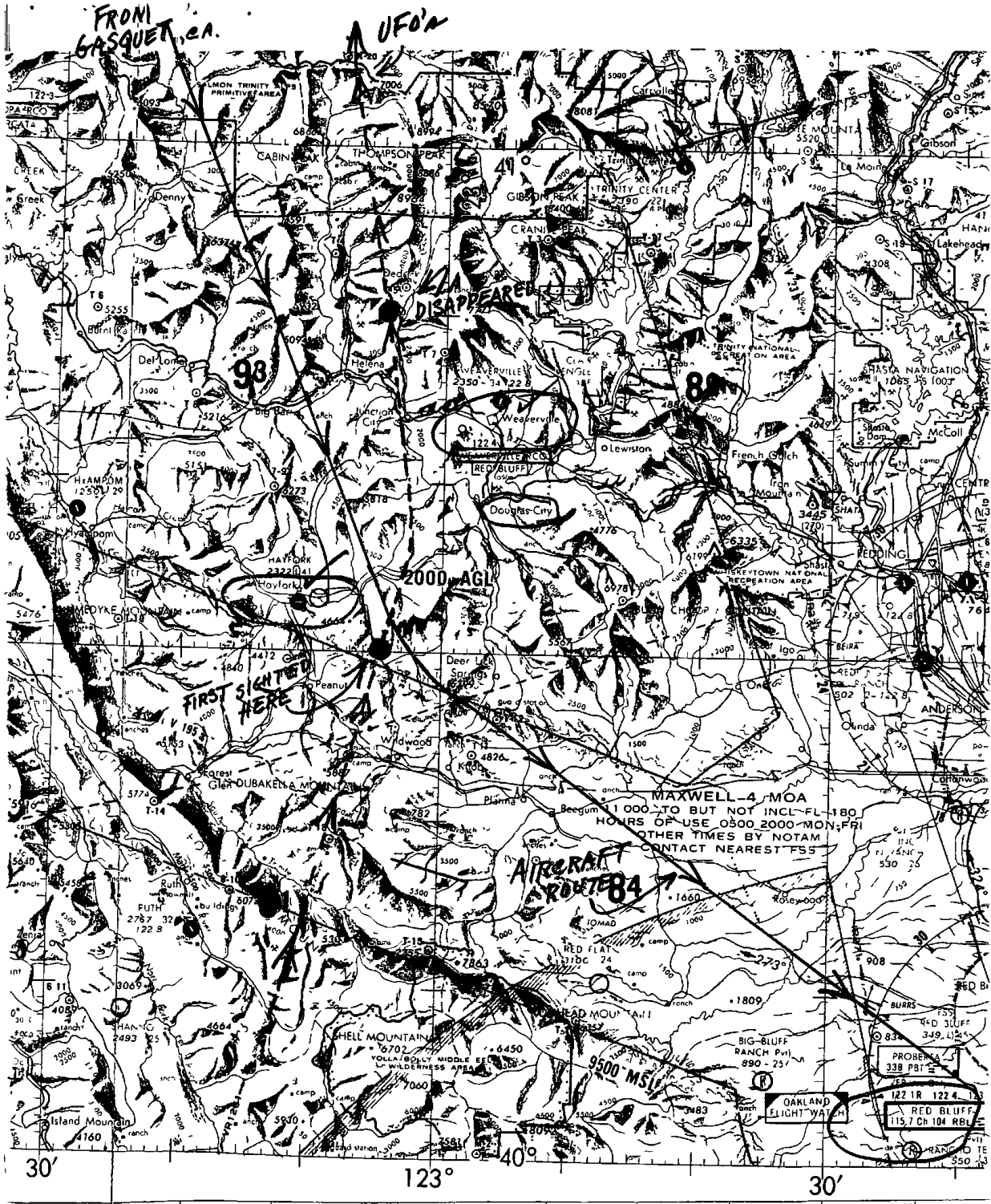
Signature of Harold R. Chandler

SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 10-28-80 DAY MONTH YEAR





CALIFORNIA HIGHWAY PATROL OFFICER--AIRCRAFT SIGHTING

Paul C. Cerny, Western Regional Director  
with

Dr. Hynek and Marvin Taylor

--by the witness,--  
Calif. Highway patrol  
Officer, H.R. Chandler

NARRATIVE

On 8-9-79, at about 0900 hours, I took off from Gasquet, California Airport about 17 miles east of Crescent City, California on the north coast. My destination was Red Bluff, California, about 165 miles southeast.

About one hour later my flight had progressed to a point about 120 miles southeast and about 8 miles southeast of Hayfork, California. My altitude was 8500 ft. mean sea level and about 4000 feet above ground level. The terrain is mountainous and rugged with deep canyons.

I had just started a slow descent toward the valley to the east. My wife Janet was flying the right seat, my 8 year old son Scott was in the left rear seat and my son Wade, age 7, was seated in the right rear. As usual during a climb or descent, I was watching for other aircraft as was my wife. I might add at this point that my wife is a licensed pilot. At about 10:00 hours my wife brought to my attention two aircraft off to my right front and below. She gave me an astonished look and told me to look. I crabbed the plane to the right and put the nose down. At that time about 3500 to 4000 feet below and to my front, were two disc shaped craft sort of white in color. Other than their obvious shape that I saw, they were flying at a very high speed. The craft were flying in the canyon very low to the ground (contour flying).

The hills rose up on both sides of the craft. No wings or any type of control surfaces were visible. The craft were flying close together with one offset and to the left rear at 100+ feet. The craft, from the distance I saw them, were not much bigger than the craft I was flying (1947 Piper Tri-Pacer PA-22). The wing span was about 30 feet. The craft I saw were flying up, over and down the other side of the hills going northeast. In a matter of seconds after my first observation, I started a time-distance check on the craft based on the hills below me. The craft started turning north toward the Trinity Alps north of Weaverville. I had them in sight for about 20 seconds and they covered an "estimated" distance of about 35 miles, turning north past Weaverville. They appeared to accelerate. When they passed under me they were at about 600-700 mph and from that point on accelerated toward the mountains due north, and I can only estimate 1500 mph.

It does not seem reasonable that a piloted conventional aircraft would be contour flying in and out of canyons, low level at that speed. I cannot rationalize a pilot reacting that fast. The craft blended in with the light-colored peaks to the north and I lost sight of them.

No other aircraft was around me at the time. It was a beautiful flying day with alto scattered cumulus clouds. My wife and my oldest son Scott saw the craft as plainly as I had. We are all in excellent health with 20/20 vision.

Upon my arrival at Red Bluff Airport I checked in at the Flight Service Station. The attendant I contacted was not particularly interested in the sighting. I checked Notice to Airmen reports on military operations. I found a notice of low level training operations N.E. of Marysville, California with T-39 aircraft north of Sacramento, but I know these particular aircraft and they are much slower and distinctive in appearance. What was observed was not any aircraft with which I am familiar.

I made no further attempt to report the incident until I met Mr. Taylor of MUFON out of Sonora, California, while I was at work one day. He suggested that I document the incident.

H. R. Chandler

(Additional) My occupation is California State Traffic Officer California Highway Patrol. I have an A.A. degree, 3 years of college. I have been in police work approximately 15 years. I have a commercial, instrument, and flight instructor's rating. Approximately 1000 hrs. flight time. I have graduated two police academies.

My wife, Janet, has a B.S. degree. She has been a social worker and is a licensed private pilot.

A copy of this aircraft sighting was forwarded to Dr. Richard Haines, Bay Area Physicist for his evaluation and compilation of over 3000 aircraft reports. Dr. Haines a CUFO consultant, works closely with the MUFON Bay Area group and attends local MUFON meetings. He is the author of two recent books on the UFO Phenomena.

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-----30-----  
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*Paul Cerny*



A  
B  
C  
D  
E

Aircraft  
take off point

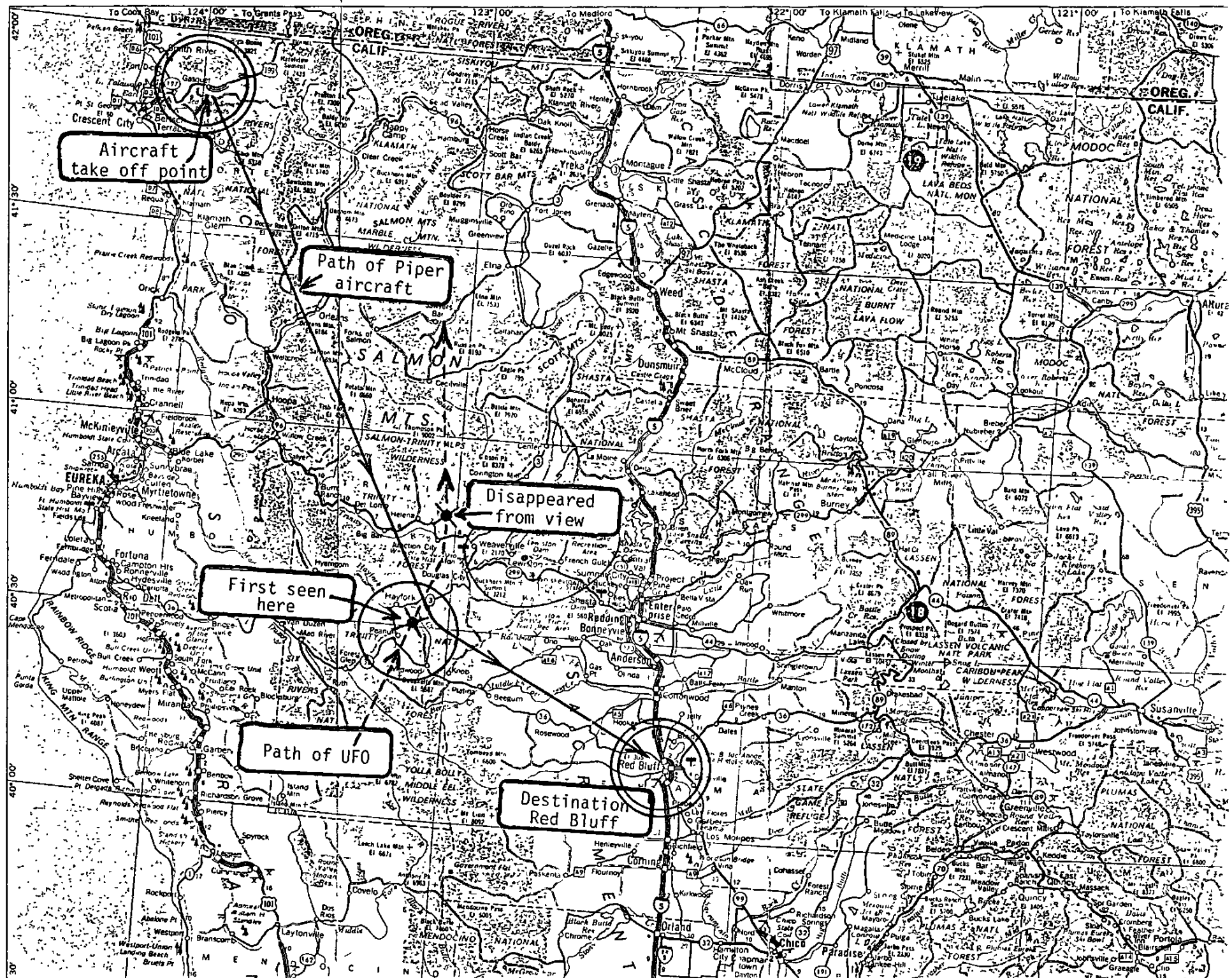
Path of Piper  
aircraft

Disappeared  
from view

First seen  
here

Path of UFO

Destination  
Red Bluff



September 10, 1979; 10 miles N. of Myrtle Creek, Oregon

13:15 GMT. Two pilots were flying at 5,000 ft in a Piper Aztec and about a half mile off formation with a Cessna 182 which was a brand new airplane. They were just getting ready to let down at Myrtle Creek when one "thing" came from about a four o'clock position from the coast and looked (when it was facing the Aztec pilot) like the round fuselage of an airliner with a reflection in front but not on the sides. Then it moved in several hundred feet behind, and below, the Cessna. The object started moving directly toward the aircraft, and the pilot radioed him. The Aztec pilot tried to tell the Cessna pilot that there was a plane coming up on him. The Cessna pilot got only the word "plane". He looked around on both sides and couldn't (hear) any word from the other pilot. The Aztec pilot tried on two different transmitters and all he could hear was static while the object was around. The object moved underneath the Cessna, several hundred feet below him, then it lifted up vertically to pretty close underneath him, within 25 feet. and hung there for a minute. The object was estimated at 30 feet in diameter and was shaped like a sphere. There was nothing sticking out from it and it was metallic, then it dropped back down and slid behind the Cessna. And then it pulled underneath the Cessna again, but not as close this time. Finally it moved off to the right at about four or five o'clock position and dropped down over the coast mountain range. The entire observation lasted for about five minutes.

(Sources: APRO Bulletin Volume 31 #10; Dr Richard F. Haines files Case 46)

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## ***UFOs and Defense: What Should We Prepare For?***

-An independent report on UFOs written by the French association COMETA. This report details the results of a study by the Institute of Higher Studies for National Defence.-

This paper originally appeared in a special issue of the magazine *VSD* published in France in July 1999.

witnesses was that it was a meteorite. The phenomenon disappeared behind a hill, and they thought that the green ball was going to crash into the ground and that they were going to feel the impact.

However, it reappeared after a minute. In passing directly over the observers, it revealed itself to be "a sort of metal rugby ball preceded by a clearly detached green lens[-shaped portion] with sparks issuing from the rear." In the estimation of the witnesses, the "ball" was the length of a DC4 airplane, or some forty meters long. The green lens[-shaped portion] separated itself [and remained] a little less than 40 m out in front, with fairly long sparks [coming out] in the rear. The craft flew over Antananarivo at an estimated height of 50 to 100 meters, an estimation that was made possible by comparison with the height of a nearby hill. When the craft was moving, shop lights went out, and animals exhibited a real anxiety.

After having flown over Antananarivo, the craft departed in a westerly direction. When it flew over the zebu park in the town, the craft caused a violent fright reaction among them. This is a surprising detail, since normally these animals do not show any agitation when Air France planes pass by. Two or three minutes later, an identical craft was observed 150 km from there above a farm school. There, too, the herds were overcome with panic. If the craft sighted was the same one as the one in Antananarivo, its speed would have had to be on the order of 3000 km/h. According to C's account, General Fleurquin, Commander-in-Chief in Madagascar, assembled a "scientific commission" to conduct an investigation into these phenomena. No trace of this investigation could be found in the Air Force archives; however, GEPA (Groupe d'Etudes des Phénomènes Aérospatiaux [Aerospace Phenomena Study Group]) bulletin no. 6 of the 2nd half of 1964 described this sighting.

3.2

### **Sighting by a Pilot of a Saucer Close to the Ground** (December 9, 1979)

#### *GEPAN/SEPRA investigation and testimony before the committee*

At the time of the incident, former Air Force Lieutenant-Colonel Jean-Pierre Fartek (F) was a Mirage III pilot in the 2nd fighter squadron at Dijon. F is currently a pilot for a private company. F was living, and still lives, in the same village near Dijon. His house is located at the end of a housing development looking out onto fields. Approximately 250 m away is a grove of trees with an average height of 15 m at maximum. On December 9, 1979, at around 9:15 a.m., F and his wife saw an unusual object (hereinafter called M) in the field near their house. The weather and visibility were excellent. M, the dimensions of which they estimated to be 20 m in diameter by 7 m thick, was hovering approximately 3 m above the ground in front of the grove of trees, which partially concealed it. In complete agreement with his wife, witness F described it as:

- having the shape of two superposed saucers with very distinct contours inverted one on top of the other and not exhibiting any portholes or lights,
- being metallic gray on the upper portion and darker (bluish) on the lower portion, with a perfectly delimited separation between the upper side and the underside of the craft. This color difference could not be due to a difference in lighting given the position of the sun,
- in constant motion as a result of three slight oscillations, the frequency of which was not very rapid, like something trying to balance,
- not making any noise,
- not causing any turbulence on the ground either when it hovered or when it departed,
- not having left any trace on the ground.

After observing it for a period of time which was hard for him to determine, F saw M oscillate faster; he had the impression that M tilted slightly forward (as a helicopter does after lift-off when it

begins level flight). F saw M leave in a horizontal direction at a very low altitude without making any noise, without leaving any trail, and at a very high speed and disappear on the horizon in a few seconds. F reported [the incident] to the Gendarmerie de l'Air at the Dijon air base. He thought he knew that other people had seen the phenomenon but had not dared to go report it, namely, his neighbors and their children, who reportedly made the same sighting.

This sighting by a pilot professionally well informed of aeronautical phenomena was never explained.

3.3

### **A Case of Multiple Witnesses at a Russian Missile Base (July 28-29, 1989)**

Heading the UFO reports declassified by the KGB in 1991 is a file relating to an army missile base near Kapustin Yar in the region of Astrakhan, which was related in Marie Galbraith's book (cf. Chapter 9.1). The English-speaking public learned of it through the Muscovite journal *AURA-Z* of March 1993. Military personnel from two centers on the base prepared written depositions of their visual sightings, which were made under good visibility conditions. The file, which is incomplete, does not mention any possible radar detections. It begins with a brief summary of the case, the author of which was an anonymous KGB officer, followed by an account of seven written testimonies:

- Five testimonies from the first center were provided by Lieutenant Klimenko, two corporals, and two soldiers. On the night of July 28 to 29, these military personnel sighted UFOs between 2215 and 2355 hours at a distance of 3 to 5 km. Up to three objects were seen simultaneously. One object silently made jerky movements, with very abrupt starts and stops, and periods of immobility. All of the witnesses saw a fighter jet attempt to approach one UFO, which escaped at lightning speed, "*giving the impression that the aircraft was hovering.*" Only the noise from the aircraft was heard, whereas the UFO must have reached supersonic speed.

- Two other testimonies from a center near the first one concern the sighting of a UFO from 2330 to 0130 hours at a distance ranging from a few kilometers to 300 m. This UFO was described by Second Lieutenant Volochine as a disk 4-5 m in diameter, surmounted by a brightly lit hemispherical dome. The second lieutenant attached a sketch of the saucer to his deposition. The saucer sometimes moved abruptly, but soundlessly, and sometimes remained immobile 20-60 m above the ground. In the company of soldier Tichaev, Volochine saw it emitting a phosphorescent green light, hovering 300 m from them and some 20 m above a missile depot; it illuminated this depot for several seconds with a moving beam of light.

In a report that was consistent with the report of his superior, soldier Tichaev stressed the lack of noise made by the object, even when a short distance away, which prevented him from confusing it with a helicopter. The two witnesses, who were joined after some time by the guard team, had watched the maneuvers of the object above the center and the surrounding area for two hours.



- Form 1 ENTRY FORM
- Form 3 ELECTRO-MAGNETIC
- Form 4 ANIMAL
- Form 5 PSYCHOLOGICAL/PHYSICAL
- Form 6 LANDING TRACES
- Form 7 ENTITY
- BGE

[SUBMIT CHANGES](#)

CASE INFORMATION

Source: MUFON-CMS  
Case Number: 5722  
Log Number: US-11112006-0004

VALLEE RATING AND CATEGORY

Case Type (Vallee Classification): CE1 Original Vallee Rating: CE1  
Category Rating: 2 . Original Category: 2  
Category Change Notes:

STAR TEAM INFORMATION

Star Team Case: No

Director of Investigations Comments

CASE ASSIGNMENT

Witness Caution: No

Witness Caution Comments

Report Assigned To (Primary Investigator): CMS Administrator Terry Groff zz] = Inactive

Report Assigned To (Secondary Investigator): ----- zz] = Inactive

State Director Comments:  
to the FI assigned

CASE COMPLETION

Investigation Status: Completed

Report Completed By: CMS Administrator Terry Groff zz] = Inactive

Case Disposition: Unknown - Other ← Click for a list of Disposition Definitions ← This menu will be activated when Completed is clicked in the Investigation Status menu.

Report Approved By: Field Investigator Kenneth E. zz] Cherry (TX) zz] = Inactive

PHOTO ANALYSIS OF REPORT

Photo Disposition:

Photo Analyst's Notes:

FOR MUFON USE ONLY

Temperature: ° F ≈ ° C

Wind Direction:

Wind Speed: Rate = Mph<->Kph

Ceiling: Fog, Low, Medium, High, or Clear

Ceiling notes:

SUBMITTED BY

Title: Witness zz] = Inactive

First Name: JAMES

Last Name:

Submitter 18 or older?: Yes

Parent or Guardian (if under 18 years old): First Name Last Name

Country: UNITED STATES

State (USA): Texas

County (USA): Franklin

Street Address:

City: MOUNT VERNON

Zip/Postal Code: 75457

Phone - Home: ( ) - -

Phone - Work: ( ) - -

Cellphone: ( ) - -

Email - Primary:

Email - Secondary:

Anonymous: Yes

EVENT

Observed the following:  Light(s)  Object(s)  Orb(s)  Entity  Abduction  Crop Circle  Animal Mutilation  Radar Return

Number Observed:	<input type="checkbox"/> None <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4-5 <input type="checkbox"/> 6-10 <input type="checkbox"/> Over 10 <input type="checkbox"/> Unknown			
Date of Event:	July / 15 / 1979 <input type="radio"/> Exact <input checked="" type="radio"/> Approximate Date			
Time of Event (Local Time):	17 - 5 PM : 0 America/Chicago (US Central Time) <input type="radio"/> Exact <input checked="" type="radio"/> Approximate Time			
Duration of Event:	HOUR HRS MIN MINS SEC SECS <a href="#">Reset Duration</a>			
Country:	UNITED STATES			
State (USA):	Texas			
County (USA):	Red River			
City (Nearest):	Detroit			
Street Address:	0			
Zip/Postal Code:	0			
Latitude/Longitude:	Approx: -1.0000000000 / -1.0000000000 Exact: -1.0000000000 / -1.0000000000			
Objects or Lights did the following:	<input checked="" type="checkbox"/> Changed Direction <input checked="" type="checkbox"/> Turned Abruptly <input type="checkbox"/> Fell Like a Leaf <input type="checkbox"/> Absorbed Object(s) <input type="checkbox"/> Ejected Object(s) <input type="checkbox"/> Changed Shape <input type="checkbox"/> Cast Shadow <input type="checkbox"/> Cast Light <input checked="" type="checkbox"/> Reflected Light <input type="checkbox"/> Left a Trail <input type="checkbox"/> Disintegrated <input type="checkbox"/> Projected a Beam <input type="checkbox"/> Made a Noise <input type="checkbox"/> Caused Injury/Death <input checked="" type="checkbox"/> Hovered <input type="checkbox"/> Descended <input type="checkbox"/> Ascended <input type="checkbox"/> Over Powerlines <input type="checkbox"/> Over a Building <input type="checkbox"/> Landed on Ground <input type="checkbox"/> Landed in Water <input type="checkbox"/> Carried Occupants <input type="checkbox"/> Communicated <input type="checkbox"/> Gave off Heat <input type="checkbox"/> Left Residue <input type="checkbox"/> Removed Anything <input type="checkbox"/> Left Landing Traces <input type="checkbox"/> Unknown <input type="checkbox"/> Affected Radio/TV <input type="checkbox"/> Affect Electricity <input type="checkbox"/> Affected Magnetism <input type="checkbox"/> Affected Timepiece <input type="checkbox"/> Affected Engine <input type="checkbox"/> Affected Vehicle <input type="checkbox"/> Affected Animal <input type="checkbox"/> Affected Human <input type="checkbox"/> Affected Water <input type="checkbox"/> Affected Ground <input type="checkbox"/> Affected Vegetation <input type="checkbox"/> Affected Cell Phone <input type="checkbox"/> Affected You Physically <input type="checkbox"/> N/A <input type="checkbox"/> Fluttered <input type="checkbox"/> Spun <input type="checkbox"/> Blinked <input type="checkbox"/> Pulsated <input checked="" type="checkbox"/> Appeared Solid <input type="checkbox"/> Had Fuzzy Edges <input type="checkbox"/> Had Outline <input type="checkbox"/> Wobbled <input type="checkbox"/> Vibrated <input type="checkbox"/> Glowed <input type="checkbox"/> Appeared Transparent <input type="checkbox"/> Transformed Reality <input type="checkbox"/> Affected You Psychologically			
Shape of Object(s):	<input type="checkbox"/> Blimp <input type="checkbox"/> Cone <input type="checkbox"/> Cylinder <input type="checkbox"/> Egg <input type="checkbox"/> Saturn-like <input type="checkbox"/> Teardrop <input type="checkbox"/> N/A <input type="checkbox"/> Boomerang <input type="checkbox"/> Chevron <input type="checkbox"/> Diamond <input type="checkbox"/> Fireball <input type="checkbox"/> Sphere <input type="checkbox"/> Triangle <input type="checkbox"/> Bullet/Missile <input type="checkbox"/> Circle <input checked="" type="checkbox"/> Disc <input type="checkbox"/> Flash <input type="checkbox"/> Square/Rectangular <input type="checkbox"/> Other <input type="checkbox"/> Cigar <input type="checkbox"/> Cross <input type="checkbox"/> Dumbbell <input type="checkbox"/> Oval <input type="checkbox"/> Star-like <input type="checkbox"/> Unknown			
Surface of Object(s):	<input type="checkbox"/> Dark <input checked="" type="checkbox"/> Dull <input type="checkbox"/> Reflective <input type="checkbox"/> Glowing <input type="checkbox"/> Mist/Shroud <input type="checkbox"/> Varied <input type="checkbox"/> Unknown			
Structural Features of Object(s):	<input checked="" type="checkbox"/> None <input type="checkbox"/> Dome <input type="checkbox"/> Window(s) <input type="checkbox"/> Patterned Surface <input type="checkbox"/> Insignia <input type="checkbox"/> Appendage(s) <input type="checkbox"/> Louvres <input type="checkbox"/> Wings <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Apparent Size: ?	<input type="checkbox"/> Starlike <input type="checkbox"/> Aspirin <input type="checkbox"/> Penny <input type="checkbox"/> Golfball <input type="checkbox"/> Basketball <input checked="" type="checkbox"/> Larger <input checked="" type="checkbox"/> Unknown			
Actual Size:	<input type="checkbox"/> Under 1 ft <input type="checkbox"/> 1-3 ft <input type="checkbox"/> 4-10 ft <input type="checkbox"/> 11-30 ft <input checked="" type="checkbox"/> 31-100 ft <input type="checkbox"/> 101-300 ft <input type="checkbox"/> Over 300 ft <input type="checkbox"/> Unknown			
Prominent Colors:	White: <input type="text"/> Grey/Lead: <input type="text"/> Surface: <input type="text"/> Black: <input type="text"/> Gold/Copper: <input type="text"/> Silver/Chrome: <input type="text"/> Pink/Rose: <input type="text"/> Red: <input type="text"/> Red-Orange: <input type="text"/> Yellow-Orange: <input type="text"/> Yellow: <input type="text"/> Green: <input type="text"/> Green-White: <input type="text"/> Blue-Green: <input type="text"/> Blue: <input type="text"/> Blue-White: <input type="text"/> Violet: <input type="text"/> Unknown: <input type="text"/>			
Exterior Light Characteristics:	<input type="checkbox"/> None <input type="checkbox"/> Unwavering <input checked="" type="checkbox"/> Brightened <input type="checkbox"/> Pulsated <input type="checkbox"/> Flashed Sequentially <input type="checkbox"/> Flashed Randomly <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Emission:	<input type="checkbox"/> None <input type="checkbox"/> Beam <input type="checkbox"/> Flame <input type="checkbox"/> Aura <input type="checkbox"/> Cloud <input checked="" type="checkbox"/> Trail <input type="checkbox"/> Object <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Sound:	<input checked="" type="checkbox"/> None <input type="checkbox"/> Hum <input type="checkbox"/> Buzz <input type="checkbox"/> Jetlike <input type="checkbox"/> Swish <input type="checkbox"/> Whir <input type="checkbox"/> Object <input type="checkbox"/> Static <input type="checkbox"/> Pulsating <input type="checkbox"/> Beeping <input type="checkbox"/> Rumble <input type="checkbox"/> Roar <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Also in Area:	<input type="checkbox"/> Airplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Black Helicopter <input type="checkbox"/> Balloon <input type="checkbox"/> Searchlight <input type="checkbox"/> Other <input type="checkbox"/> Before Witness Sighted UFO <input type="checkbox"/> During UFO Sighting <input type="checkbox"/> After UFO Sighting			
Elevation: (if multiple sources or factors, check all that apply)	Degrees above horizon when nearest to witness: <input type="text"/> (0-90) <input checked="" type="checkbox"/> Various <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Lowest Altitude: (if multiple sources or factors, check all that apply)	<input type="checkbox"/> Landed <input checked="" type="checkbox"/> Treetop <input type="checkbox"/> 500 ft or less <input type="checkbox"/> Over 500 ft (under cloudcover) <input type="checkbox"/> Over 500 ft (no cloudcover) <input type="checkbox"/> Unknown			
Distance From Witness:	<input type="checkbox"/> 20 ft or less <input type="checkbox"/> 21-100 ft <input checked="" type="checkbox"/> 101-500 ft <input type="checkbox"/> 501 ft - 1 Mile <input type="checkbox"/> Over 1 Mile <input type="checkbox"/> Unknown <input type="checkbox"/> N/A			
Flight Path:	<input checked="" type="checkbox"/> Stationary <input checked="" type="checkbox"/> Hovering then path <input checked="" type="checkbox"/> Straight-line path <input checked="" type="checkbox"/> Path with directional change <input type="checkbox"/> Path then hovering <input type="checkbox"/> Other <input type="checkbox"/> Unknown <input type="checkbox"/> N/A			
Direction First Observed:	<input type="checkbox"/> N <input type="checkbox"/> NE <input type="checkbox"/> E <input type="checkbox"/> SE <input checked="" type="checkbox"/> S <input type="checkbox"/> SW <input type="checkbox"/> W <input type="checkbox"/> NW <input type="checkbox"/> Unknown			
Direction Last Observed:	<input type="checkbox"/> N <input type="checkbox"/> NE <input type="checkbox"/> E <input type="checkbox"/> SE <input type="checkbox"/> S <input checked="" type="checkbox"/> SW <input type="checkbox"/> W <input type="checkbox"/> NW <input type="checkbox"/> Unknown			
Landing - Observation:	<input type="checkbox"/> No Landing Observed <input type="checkbox"/> Aerial Path <input checked="" type="checkbox"/> Hovering <input type="checkbox"/> Descent <input type="checkbox"/> Landing <input type="checkbox"/> Take Off <input type="checkbox"/> Ascent <input type="checkbox"/> Unknown			
Landing - Site / Material:	<input checked="" type="checkbox"/> None Found <input type="checkbox"/> Unaffected <input type="checkbox"/> Swirled <input type="checkbox"/> Depressed <input type="checkbox"/> Uprooted <input type="checkbox"/> Discolored <input type="checkbox"/> Baked <input type="checkbox"/> Burned <input type="checkbox"/> Scarred <input type="checkbox"/> Broken <input type="checkbox"/> Crushed <input type="checkbox"/> Footprint(s) <input type="checkbox"/> Imprint(s) <input type="checkbox"/> Crater <input type="checkbox"/> Radiation <input type="checkbox"/> Artifact <input type="checkbox"/> Other <input type="checkbox"/> Unknown			
Landing - Soil/Vegetation Samples:	<input checked="" type="checkbox"/> None Found <input type="checkbox"/> Exist <input type="checkbox"/> Obtained <input type="checkbox"/> Tested <input type="checkbox"/> Submitted <input type="checkbox"/> Unknown			
Area/Site:	<input type="text"/>			
Area/Terrain:	<input type="text"/>			
Area/Technical:	<input type="text"/>			
Sky:	<input type="text"/>			
Weather Factors (check all that apply):	<input type="checkbox"/> None <input type="checkbox"/> Windy <input type="checkbox"/> Lightning <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Hail <input type="checkbox"/> Sleet <input type="checkbox"/> Snow <input type="checkbox"/> Heavy <input type="checkbox"/> Medium <input type="checkbox"/> Light <input type="checkbox"/> Unknown <input type="checkbox"/> Does Not Apply			
Short Description of Event (max 25 words):	ALONG WITH ANOTHER DEPUTY SHERIFF, SIGHTED UFO HOVERING OVER FILED NEAR HIGHW			
Detailed Description of Event: (cannot be edited)	<p>IN THE SUMMER OF 1979, I WAS A DEPUTY SHERIFF FOR [Location redacted/cms/tg] SHERIFF'S OFFICE. I WAS ON PATROL APPROXIMATELY ONE AND A HALF MILES EAST OF DETROIT, TEXAS ON U.S. HWY. 82. I PULLED MY PATROL CAR ONTO THE SHOULDER TO MEET ANOTHER DEPUTY. [Name redacted/cms/tg]. WE WERE PARKED ON THE SHOULDER AND BOTH OF US OBSERVED A LARGE DISC-SHAPED OBJECT HOVERING ABOUT TWENTY FEET ABOVE THE GROUND ON THE SOUTH SIDE OF THE HIGHWAY, OVER A FIELD. THE OBJECT WAS INITIALLY MOVING TOWARD US AND LOOKED LIKE TWO DINNER PLATES, ONE INVERTED ON TOP OF ANOTHER. AROUND THE MIDLINE OF THE DISC WAS A BRIGHT BAND OF VERY WHITE LIGHT. WHEN THE DISC STOPPED MOVING FORWARD, IT WAS APPROXIMATELY 50 YARDS FROM OUR POSITION. WHEN THE FORWARD MOTION STOPPED, THE BAND OF LIGHT AROUND THE CENTER CEASED AND ONLY A SMALLER BRIGHT LIGHT, LIKE A LANDING LIGHT ON A PLANE, WAS VISIBLE IN THE MIDDLE. THERE WAS ABSOLUTELY NO SOUND. THE DISC WAS VERY LARGE, PROBABLY 100 FEET IN CIRCUMFERENCE AND APPROXIMATELY 10-12 FEET IN HEIGHT AT THE HIGHEST POINT. NO WINDOWS OR PORTALS WERE OBSERVED. THE OBJECT APPEARED METALLIC, BUT WAS NOT NOT SHINNY LIKE TIN FOIL OR POLISHED ALUMINUM. AFTER WATCHING THE DISC FOR SEVERAL MINUTES, DEPUTY "P" DECIDED HE WOULD ATTEMPT TO GET CLOSER TO THE DISC. HE GOT IN HIS PATROL CARE AND DROVE ACROSS THE HIGHWAY AND SOUTH ON A COUNTY ROAD WHICH RAN PARALLEL TO AND VERY NEAR THE DISC. AT ABOUT THE TIME DEPUTY "P"'S VEHICLE WAS ADJACENT TO THE DISC, THE BRIGHT LIGHT AROUND THE MIDLINE RETURNED AND THE DISC MOVED SLIGHTLY UPWARD AND ACCELERATED TO THE WEST AT A PHENOMENAL SPEED. THE SUN WAS SETTING IN THE WEST, SO I WAS ABLE TO OBSERVE THE DISC FOR SOME TIME. IT SEEMED TO ACHIEVE A VERY HIGH ALTITUDE. THERE WAS A TRAIL FROM IT, THOUGH NOT LIKE A VAPOR TRAIL. IT APPEARED MORE LIKE THE TAIL OF A COMET. THE DISC MOVED IN AN ARC</p>			

OVER THE HORIZON AND OUT OF SIGHT. I NEVER HEARD ANY NOISE AT ALL. I HAVE ONLY TOLD ONE PERSON PREVIOUSLY; AN UNCLE WHO HAS A PH.D. IN PHYSICS AND ENGINEERING.

Additional Evidence:  Film Photo  Digital Photo  Analog Video  Digital Video  Audio Recording  
 Sketch or Drawing  Map  Other

WITNESSES

Total Number of Witnesses: 2

Witness Release Agreement:  
(cannot be edited):

Location: Grouped

Agreement: All Witnesses Agree

Witness A - Name: JAMES (first name) (last name) [CLICK TO COPY SUBMITTER NAME AND COUNTRY](#)

Witness A - Country: UNITED STATES

Witness A - State (USA) or Province (Canada): Texas

Witness A - County (USA): Franklin

Witness A - Street Address:

Witness A - City: MOUNT VERNON

Witness A - Zip/Postal Code: 75457

Witness A - Phone - Home: ( ) - -

Witness A - Phone - Work: ( ) - -

Witness A - Cellphone: ( ) - -

Witness A - Email - Primary:

Witness A - Email - Secondary:

Witness A - Anonymous: Yes

Witness A - Birth Date: November / 21 / 1948

Witness A - Gender: Male

Witness A - Occupation: Law Enforcement

Witness A - Educational Level: College - BA

Witness A - Educational Degree: Unknown

Witness A - Vision: Excellent

Witness A - Colorblind: No

Witness A - Eyeglasses/Contacts: Yes

Witness A - Hearing: Excellent

Witness A - Uses Hearing Aid: No

Witness A - Health (During Sighting): Excellent

Witness A - Health (After Sighting): Excellent

Witness B - Name: JOHN (first name) (last name)

Witness B - Country: UNITED STATES

Witness B - State (USA) or Province (Canada): Texas

Witness B - County (USA): Red River

Witness B - Street Address:

Witness B - City: CLARKSVILLE

Witness B - Zip/Postal Code: 75426

Witness B - Phone - Home: ( ) - -

Witness B - Phone - Work: ( ) - -

Witness B - Cellphone: ( ) - -

Witness B - Email - Primary:

Witness B - Email - Secondary:

Witness B - Anonymous:

Witness B - Birth Date: / /

Witness B - Gender:

Witness B - Occupation:

Witness B - Educational Level:

Witness B - Educational Degree:

Witness B - Vision:

Witness B - Colorblind:

Witness B - Eyeglasses/Contacts:

Witness B - Hearing:

Witness B - Uses Hearing Aid:

Witness B - Health (During Sighting):

Witness B - Health (After Sighting):

Witness(es):  
(Education, profession, experience summary)

FIELD INVESTIGATOR REPORT

Please complete your investigation report here.  
You may use the text box to the right or attach an Investigation report in MS Word format below. Please be sure to include all video, photo, audio, sketches or other data gathered from your investigation.

Empty text area for the field investigator report.

MULTIMEDIA ATTACHMENTS BY SUBMITTER



Submitter Media Release Agreement:

--- NO DATA ---

FILE ATTACHMENTS TO INVESTIGATION REPORT

File 1 (5722sanitized.pdf):

Word Doc Report, Digital photos of site, etc.

**WARNING:** Uploading new file will delete existing file

Choose File

No file chosen

File 2:

Word Doc Report, Digital photos of site, etc.

Choose File

No file chosen

File 3:

Word Doc Report, Digital photos of site, etc.

Choose File

No file chosen

File 4:

Word Doc Report, Digital photos of site, etc.

Choose File

No file chosen

File 5:

Word Doc Report, Digital photos of site, etc.

Choose File

No file chosen

[ADD MORE ATTACHMENTS]

SUBMIT CHANGES



# MUFON FIELD INVESTIGATOR'S REPORT



12/22/12 v.2

MUFON CASE #:	5722	TODAYS DATE:	12/28/2014
FIELD INVESTIGATOR:	Terry Hinson #13357	BGE Certainty:	30.43
DATE REPORTED:	11/11/2006		
DATE/TIME OF EVENT:	November 1997	DURATION:	6 minutes
SUBMITTER:			
EVENT LOCATION:	US Highway 82	COORDINATES:	
CITY & STATE	Texas	COUNTY:	
CURRENT ADDRESS:			
CITY & STATE		COUNTY:	
CONTACT NUMBER:		E-MAIL ADDRESS:	
CASE TYPE:	CE1	CASE CATEGORY:	1
		CASE DISPOSITION:	Unknown UAV

**It should be noted that the two officers in this case wish to remain anonymous. This report has been sanitized and fictional names and locations were used to protect the identity of the officers and to make the understanding easier for the reader. Nevertheless the events documented in this report are as told to this investigator.**

**Synopsis:** While searching the CMS for interesting historical cases in East Texas this investigator discovered case #5722. Because it involved a craft observed by two law enforcement officers a review of the case was initiated.

[This case was submitted to MUFON on 11/11/2006 and initially investigated by then Assistant State Director Terry Groff who cleared the investigation as an Unknown UAV. The sighting report was submitted by J. Smith who was at that time a Deputy Sheriff who reported that he observed an unknown saucer shaped object in the sky.]

**Location:** [ This event occurred on US Highway X in Texas. ]

**Object Description, Size and Distance First Seen:** [ The object was described by the witness as appearing to be metallic and having the appearance of one plate inverted on top of another. The diameter of the object was judged by the witness to be approximately 40 feet and the height was approximately 20 feet. When initially observed, the object was from one quarter to one half mile from the witness. ]

**Object Last Seen:** [ The object was last seen as it moved at great speed away from the area towards the west. ]

**Physical Evidence:** [ This investigator did not collect any physical evidence in this case. ]

**Evaluation of Evidence:** [ N/A ]

**Disposition of Evidence:** [ N/A ]

12/22/12 v.2

**Weather Information:** The exact date and time of the sighting is unknown, therefore the exact weather conditions are unknown. The witness believes the year to have been 1979 and the time was just before sunset. The witness describes the day as being clear and bright.

**Local Airport or Military Base:** The closest local airport is in Texas. ]

**Trace Evidence include Radiation EM Field:** [This investigator did not collect any trace evidence in this case. ]

**Photographs or Video Evidence:**



Exhibit 1 - Above



Exhibit 2 - Above

12/22/12 v.2



Exhibit 3 – Above



Exhibit 4 - Above

12/22/12 v.2



PHOTO CREDIT: National Air Museum of The Air Force

Exhibit 5 – Above



Exhibit 6 - Above |

**Evaluation of Photographs or Video Evidence:** [ N/A ]

[Exhibit 1 was prepared by this investigator using Google Earth and depicts the location of the witness when observing the object. Exhibit 1 was emailed to the witness who viewed it to confirm the sighting location.

Exhibit 2 was prepared by this investigator using Google Earth and depicts the location of the witness and the direction of view towards the object. This image was also emailed to the witness to

12/22/12 v.2

confirm the sighting location. The witness replied with the following information; "The red X is almost spot on!!! I had not been to the location in many years and thought our location was at the first county road to the right. However, I was wrong. The road with the "red X" is definitely the right road. The county roads were not numbered back in those days. The patrol cars were parked on the shoulder facing west, but we did not have our emergency lights on."

Exhibit 3 is a photograph taken by this investigator at the site of the event. The photo shows the view the witness has when observing the object. At the time of the sighting this was an open cotton field.

Exhibit 4 is a photograph taken by this investigator at the site of the event. This photo shows County Road XYZ which runs south from US Highway X.

Exhibits 1-4 are current day. The area would appear differently at the actual time of the sighting.

Exhibit 5 is a photo of what the witness is referring to as Project Silver Bug, an experimental craft more commonly call the Avrocar, which the witness described as having the same basic appearance, although not the same size, as the unknown object. Information regarding Project Silver Bug can be found in the Narrative section of this report.

Exhibit 6 was edited by this investigator from the YouTube video link emailed to this investigator by the witness. The witness stated that this video is the most accurate likeness of the object in this event both in shape and in showing the light rotating around the craft. While this video is thought to be photo shopped it is submitted here to represent the likeness of the object.

<https://www.youtube.com/watch?v=7enuOry3IHA&list=PL355743D00D50E161> |

**Related Cases:** [ There are no known cases related to this event. ]

**Witness Background:** [ The witness is a retired County Sheriff's Deputy of 20 years who wishes to remain anonymous. He is now a reserve Sheriff's Deputy with a different department and has served there for over 20 years. ]

**Witness Interview:** [ This section is compiled chronologically for the ease of the reader.

12/09/2014 15:30 hours

This investigator conducted a 46 minute telephone interview with J Smith. The following was information given to this investigator by the witness during the interview.

The witness was driving west on US Highway X when he met another deputy, S Jones, traveling eastbound. Both officers stopped and pulled off onto the shoulder on the north side of the road to talk. The witness does not remember any specifics as to what they were discussing at the time and states that they were just talking about (quote the witness) "what was going on". The witness stated that it was not uncommon for two deputies to stop and talk as described. The area where the object was seen was an open cotton field. There was no fence and no cattle in the field and no homes nearby. Nearby County Road XYZ runs south from Highway X.

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The object was initially observed on the south side of the road (across the road) approximately one quarter to one half mile from the witnesses. The object moved toward the witnesses slowly for approximately two minutes and just before reaching the highway it stopped and remained stationary approximately 30 feet above the ground. While moving towards the witness, the object displayed a single very bright white light that moved horizontally around the centerline. When the object stopped its forward movement, the light became stationary in the front of the object or what appeared to be the front as seen from the witness' position. The light was described by the witness as being bright like a (quote the witness) "Q-Beam" or headlight although the light did not project an actual beam of light. When rotating around the object the light appeared to be moving in some kind of slot or seam around midline of the object.

The object remained stationary approximately 30 feet above the ground for approximately 3 minutes. The witness stated that at no time did he observe the object come in physical contact with the ground and the object did not drop or discharge anything or in any way make contact with the earth. The witness observed no windows, joints, rivets, bolts, markings, etc... only what appeared to be seamless metal, somewhat reflective, described as a gun-metal in appearance. The witness stated the width of the object was comparable to the length of a full size yellow school bus and then stated "probably around 50 feet". The object was approximately 20 feet in height. The bottom was slightly convex with the upper half being more convex. The only part of the object not appearing to be metal was the light. The object made no sound at any time during the event.

The witness based his distance from the object based on his knowledge of the roadway stating that he cannot recall the exact measurements but believes the standard distance from the centerline of a highway to the outside edge of the shoulder to be approximately 21 feet. Therefore the distance from outside shoulder to shoulder of the two lane road would have to be approximately 42 feet. With this information the witness believes he was approximately 50-60 feet from the object. He stated several times during the interview that he knew of no other reports where the witness was so close to an object.

After observing the stationary object for a short period of time, Officer Jones got into his vehicle and drove down County Road XYZ which is perpendicular to Highway X to attempt to gain a visual advantage. Officer Smith remained at the original location. As Officer Jones drove to a position approximately 90 degrees from Officer Smith, the white light began rotating as it had previously and the object moved away from the area in a maneuver described by Smith saying (quote the witness) "the object went to the west, just from zero to unbelievable acceleration". Officer Smith stated that Officer Jones was located in such a position that when the object moved away to the west, the object would have flown almost directly over Officer Jones' position. The witness followed the objects path high in the sky (quote the witness) "like you were watching a satellite in orbit". The object eventually went out of sight. From the time it began to accelerate to the time it was out of sight was less than one minute. When Officer Jones returned to Officer Smith's position they did not discuss the event at length and the witness could not recall what was discussed. The witness stated several times during the interview that the acceleration was phenomenal and moved "from zero to 'who knows what' instantaneously. It was amazing." The witness described the G-forces of such an acceleration to be unsurvivable by humans. The witness described the time of the objects departure as "when the sun was going down in the west."

The witness stated that he was not interested in UFO's until this sighting and believes the object to be a product of the US military and not from another world. This is the witness' only experience

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with a UFO sighting. After the event the witness returned to his office and called the closest FAA office to ask if they had observed anything unusual in that area and the FAA replied that they knew of nothing.

The witness could not relate the object to any type of currently known drone or other craft. The only comparison the witness could make was that of the "Silver Bug" (see "Project Silver Bug" in the narrative section of this report) stating that it was a round saucer shaped craft, but added that the Silver Bug had a horizontal stabilizer but the object he observed did not. The witness also searched the internet in previous years and found a YouTube video from what is believed to be South America that shows an object very closely resembling the object. This video link is attached to this report as Exhibit 6.

The witness also stated that the highway typically had enough traffic that someone else must have seen the object but the witness does not specifically remember cars passing by. The witness did not have a camera. The object did not interfere with the vehicles, radios, or any electronic or mechanical equipment. Officer Smith stated that he often drove by the event location as part of his patrol area but never again observed anything unusual.

The witness has never discussed the event with anyone other than his uncle who is a PhD in mechanical engineering and another unnamed friend with a science background. The witness has not spoken with Officer Jones for many years and assumes he is now retired. Officer Jones does not know that his name is included on Officer Smith's sighting report to MUFON. Officer Smith stated that he has no objections to this investigator attempting to contact Officer Jones and does not know if Officer Jones would agree to discuss the event.

12/10/2014 12:00 hours

This investigator visited the site of the event. At that time this investigator canvased the area to speak with residents regarding the sighting and were asked if they knowledge of the event, had heard stories of such or had themselves had a sighting. The three interviews were made within one half mile or closer to the actual sighting location.

Mr. West who resides at 125 County Road XYZ was interviewed but could offer no information related to the sighting. He did not live at that location at the time of the sighting.

This investigator also interviewed the residence of 201 County Road XYZ and the anonymous couple at the residence had no information regarding the event. They also were not living there at the time of the sighting.

Further investigation revealed that there was only one house nearby at the time of the sighting. The residence of the home Mr. Kenny who was interviewed at his residence by this investigator. Mr. Kenny had no knowledge of the event but stated that he would discuss the sighting with some long time residence of the community at the local morning coffee shop and café. Mr. Kenny stated that if he discovered any information he would contact this investigator. This investigator has not been contacted by Mr. Kenny at the time of this report's completion.



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12/12/2014 14:41 hours

This investigator received the following email from the witness;

Terry:

Check this. It's the closest thing I've seen to what I saw.

<https://www.youtube.com/watch?v=7enuOry3IHA&list=PL355743D00D50E161>

12/18/2014

After many internet searches produced no results, this investigator drove to X Town, Texas in an attempt to find contact information pertaining to former County Deputy Sheriff Jones. The investigator went to the County Courthouse in an attempt to find a printed phone book of the area. Employees at the records department allowed the use of their phone book with no information found regarding Jones. In casual conversation this investigator mentioned the need to contact Mr. Jones. A clerk in the office knew Jones personally and gave this investigator directions to Jones' residence. This investigator proceeded to Jones' residence at 800 Texas Road and spoke with Jones' wife who offered the witness' cell phone number and stated that her husband would be home after 16:30 hours. Neither MUFON nor the event were mentioned to this point.

This investigator conducted a 46 minute telephone interview with former County Sheriff's Deputy Jones beginning at 17:30 hours. The following information was given to this investigator by the witness during the interview;

Jones stated that he and Deputy Smith were in separate vehicles both driving west on US Highway X and observed an unknown object south of the highway. Both deputies stopped their vehicles, pulled off the highway and exited their vehicles. Also along the highway were two other vehicles that had stopped to also observe the object. The witness stated that the object would have been very difficult not to notice. Jones stated the object was approximately one half mile or more south of their location. The witness was not certain of the exact shape of the object but believed it to be saucer or cigar shaped. The officer could hear no noise associated with it. Jones stated that the object was not close enough for him to know too much about the object and stated the object was never any closer to him than possibly one half mile. Jones stated that both officers watched the object at distance for several minutes and then Jones got back into his vehicle and proceeded south on County Road XYZ to get closer to the object. At the time there were trees lining both sides of the road and Jones could not maintain a visual sighting of the object. Jones stated that he was communicating with Smith by radio in their vehicles when Smith stated that the object flew away from the area to the west. Jones did not see the object as it left the area because of the trees. Jones stated that he and Smith did not discuss the event at length after the sighting. Jones stated that he talks very little about his experience.

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12/22/2014 12:26 hours

This investigator sent the following email to the Officer Smith;

Mr. Smith

Attached is your statement from your initial sighting report with MUFON in 2006. It is very common with historical cases like this to have inconsistent recollections. This happened 35 years ago and it's impossible to remember every detail. But there are a couple of discrepancies between your initial report in 2006 and our phone interview a couple of weeks ago.

The information that does not agree is basically the size of the object and its distance from you. In your phone interview you stated that the object was approximately the length of a school bus or 50 feet in diameter and 50 feet away from your position. Your attached initial statement conflicts with that. If you would, please read the attachment and let me know what you think.

Thanks very much.

12/25/2014 10:33 hours

This investigator received the following email reply from the witness

Terry:

In reflection, I think the school bus length is more accurate. I don't believe that the object was 50 yards away, but maybe more than 50 feet. As for the description of the object, the video I sent you is as close as it could be to what I saw. Hope this helps.

Smith

**Witness Original Report:** The following statement was given by the witness in the initial sighting report:

ALONG WITH ANOTHER DEPUTY SHERIFF, SIGHTED UFO HOVERING OVER FIELD IN THE SUMMER OF 1979, I WAS A DEPUTY SHERIFF FOR XXX COUNTY, TEXAS SHERIFF'S OFFICE. I WAS ON PATROL ON U.S. HWY. X. I PULLED MY PATROL CAR ONTO THE SHOULDER TO MEET ANOTHER DEPUTY. WE WERE PARKED ON THE SHOULDER AND BOTH OF US OBSERVED A LARGE DISC-SHAPED OBJECT HOVERING ABOUT TWENTY FEET ABOVE THE GROUND ON THE SOUTH SIDE OF THE HIGHWAY, OVER A FIELD. THE OBJECT WAS INITIALLY MOVING TOWARD US AND LOOKED LIKE TWO DINNER PLATES, ONE INVERTED ON TOP OF ANOTHER. AROUND THE MIDLINE OF THE DISC WAS A BRIGHT BAND OF VERY WHITE LIGHT. WHEN THE DISC STOPPED MOVING FOWARD, IT WAS APPROXIMATELY 50 YARDS FROM OUR POSITION. WHEN THE FORWARD MOTION STOPPED, THE BAND OF LIGHT AROUND THE CENTER CEASED AND ONLY A SMALLER BRIGHT LIGHT, LIKE A LANDING LIGHT ON A PLANE, WAS VISIBLE IN THE

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MIDDLE. THERE WAS ABSOLUTELY NO SOUND. THE DISC WAS VERY LARGE, PROBABLY 100 FEET IN CIRCUMFERENCE AND APPROXIMATELY 10-12 FEET IN HEIGHT AT THE HIGHEST POINT. NO WINDOWS OR PORTALS WERE OBSERVED. THE OBJECT APPEARED METALLIC, BUT WAS NOT SHINNY LIKE TIN FOIL OR POLISHED ALUMINUM. AFTER WATCHING THE DISC FOR SEVERAL MINUTES, DEPUTY JONES DECIDED HE WOULD ATTEMPT TO GET CLOSER TO THE DISC. HE GOT IN HIS PATROL CARE AND DROVE ACROSS THE HIGHWAY AND SOUTH ON A COUNTY ROAD WHICH RAN PARALLEL TO AND VERY NEAR THE DISC. AT ABOUT THE TIME DEPUTY JONES' VEHICLE WAS ADJACENT TO THE DISC, THE BRIGHT LIGHT AROUND THE MIDLINE RETURNED AND THE DISC MOVED SLIGHTLY UPWARD AND ACCELERATED TO THE WEST AT A PHENOMENAL SPEED. THE SUN WAS SETTING IN THE WEST, SO I WAS ABLE TO OBSERVE THE DISC FOR SOME TIME. IT SEEMED TO ACHIEVE A VERY HIGH ALTITUDE. THERE WAS A TRAIL FROM IT, THOUGH NOT LIKE A VAPOR TRAIL. IT APPEARED MORE LIKE THE TAIL OF A COMET. THE DISC MOVED IN AN ARC OVER THE HORIZON AND OUT OF SIGHT. I NEVER HEARD ANY NOISE AT ALL. I HAVE ONLY TOLD ONE PERSON PREVIOUSLY; AN UNCLE WHO HAS A PH.D. IN PHYSICS AND ENGINEERING.

**Narrative:**

Officer Smith described the object as having visual similarities to Project Silver Bug.

Project Silver Bug was the American "Black" project version of the Avro Aircraft Canada Y-2 undertaken by the United States Air Force in 1953. Project Silver Bug was a code name given to an experimental saucer-shaped aircraft in the 1950s built by Avro Aircraft Ltd. in Malton, Ontario, Canada for the US military. The US military was testing and flying UFO design aircraft in the 40's and 50's. They had as many as 35 saucer projects with vertical lift off and descent. The most highly classified was known by code name **Silverbug**. Near the end of WWII the allied forces had gained superiority over the Germans. Or so it seemed. The Germans were looking for a superior craft. The SSE and Vril societies were building craft that looked like UFO's and were capable of vertical take-offs and landings because most of their runways had been destroyed. The project was headed by Dr. Richard Mehta, sometimes known as the 'Father of Saucerology'. He was hired by the German air force to build a saucer shaped craft that could vertically ascend and shoot down allied planes with rockets. Allegedly the war ended before Metha developed his ship. The American government recruited some of the German scientists after the war to go to Canada and continue their work. Dr. Metha was one of these men. He work on a secret aircraft project at AVROW Aeronautics in Canada. These were saucer type flying machines. These saucers were designed to 2300 miles per hour at an altitude of 80,000 feet. Though designed in 1955 the papers describing these design were not declassified until 1995. For over 40 year America's #1 top flying saucer project was top secret. In 1953 the Toronto Star reported on the development by Avro Canada of a disc-shaped VTOL (Vertical Takeoff and Landing) aircraft. In February it was officially announced that a mock-up of the craft, designed by British engineer John Frost and developed by the Malton, Ontario plant, had been made - and indeed, photographs exist of technicians smiling from its twin cockpits. The project of which the Avro-car was a part was originally known as Project Y, funded by Canada, but was taken over by the U.S. Air Force in late 1953 - early 1954, as their Project 606, with an interest by the US Army. It was hoped that the vehicle, designated VZ-9V, would ascend vertically and reach flight speeds of 1,500 mph (2,400 km/hr). The President of Avro Canada wrote in Aero News that the prototype being built was so revolutionary that it would make other designs obsolete. The craft was officially named the Avro-Car. By 1960 about 10 million dollars had been spent on the project.

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During tests, the aircraft could not rise more than four or five feet above the ground without becoming very unstable. Attempts were made to design mechanisms to increase its stability without success. It was hoped that the project would consolidate the future of the A.V. Roe Company, but it was discontinued in 1961, and A.V. Roe went out of business.

It has been eight years since J Smith submitted his report to MUFON and 35 years since the event actually occurred. It is interesting to note that most discrepancies in the original statement and the information learned in the interview with this investigator are in measureable information; that is lengths and distances, and not changes in events. It is the experience of this investigator that this is not uncommon in these types of historical investigations. This possibility could be akin to a "fish story" where the size of the fish get bigger as time goes by. This investigator believes that these particular factors should not be an actual indictment of the witness credibility.

In the interviews with Smith and Jones both men were very calm and not at all excited in their recollection of the event as is typical of a witness when describing the UFO account. Their stories were very "matter of fact" with little excitement or emotion. This investigator can only assume that this is attributed to their law enforcement background.

#### Discrepancies between Officers Smith and Jones recollection of the events;

Smith states that the two officers were traveling in opposite directions, stopped and then observed the object. Jones states that both officers were traveling in the same direction, west, when they first observed the object and then stopped.

Smith states that no other vehicles stopped at the scene but that there typically would be traffic on the highway. Allen had no recollection of any vehicles passing by during the event. Jones stated that there were already two other vehicles stopped at the site viewing the object before the two officers arrived and pulled off the highway.

Smith states that he observed the object hovering stationary above the ground for several minutes just 50 feet from his position. Jones states that he was no closer to the object than approximately one half mile or more and that he never observed the object hover close to the highway.

Smith believes the year was 1979. Jones believes the event occurred in 1980 or later because he was not working with the sheriff's department in 1979.

Smith stated that Jones got back into his vehicle and south drove down County Road XYZ to get closer to the object and a better view. It seems illogical to this investigator that Officer Jones would do such if the object were only 50 feet away on the other side of the highway. ]

**Expert Statement:** This investigator consulted Texas Chief Investigator Fletcher Gray regarding procedural aspects in writing this report. [

**Logistics/Analytical:**

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A search was conducted of the MUFON CMS <http://mufoncms.com/cgi-bin/login> with no information found pertaining to this investigation.

A general search of the internet was conducted on the yahoo search engine <http://search.yahoo.com> with no information found pertaining to this investigation.

Google Earth software program was used to obtain information regarding geographical information including; GPS positions, distances, direction, etc... in this case.

A search was conducted at The National UFO Reporting Center <http://www.nuforc.org> with no information found pertaining to this investigation. |

**Summary Conclusion:** | This case occurred approximately 35 years previous to this investigation. While both deputies agree that a sighting did occur and much information was discovered from them, their recollections of the event differ. At this time the exact nature and design of the object cannot be determined. It is the opinion of this investigator that this case remain classified as an Unknown UAV. |

**Disposition:** | This case will remain as an Unknown UAV |

**Contact Activity Notes:** | |

Contact Log			
Date/Time	Contact Method	Activity	Notes
12/09/14 1530	phone	Placed call	Interview witness smith
12/09/14 1628	email	Sent message	Thanked for interview
12/09/14 2020	email	Sent message	Confirming location
12/10/14 0840	email	Received message	Info from smith
12/10/14 1200	Drive vehicle	In person	Visited sighting location
12/12/14 1441	email	Received message	Received youtube link
12/12/14 1804	email	Sent message	General question to smith
12/13/14 0803	email	Received message	Info received from smith
12/18/14 1150	Drive vehicle	In person	To Clarksville to find jones
12/22/14 1226	email	Sent message	Question re discrepancies to smith
12/25/14 1033	phone	Placed call	Phone interview jones



# MUFON FIELD INVESTIGATOR'S REPORT



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