

# THE ANDERSON EVENT

By Donald Roberts  
(Acting MUFON State Director)

(Note: Assisting in the investigation were Wanda Jones and Margaret Pine; Allan Hendry investigated for the Center for UFO Studies. All quotes are taken verbatim from the interview taped on Sept. 14, 1980, with Jerry and Faye McAlister. Tape available for statement verification).

On a warm, clear night in early September of last year, Jerry McAlister, 40, was listening to the report of a wreck on I-85 on his police scanner at his home in Anderson, South Carolina. His wife, Faye, 34, was sleeping beside him in the couple's back bedroom, their five daughters asleep across the hall. McAlister, an electrician by trade, had been laid up with a broken ankle and listened often to sideband and C.B. transmissions as a hobby.

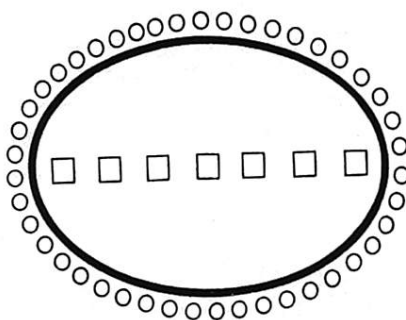
At 4:20 a.m., September 11, McAlister was suddenly startled by an extremely loud noise coming from his backyard, described as "like a helicopter crashing," and accompanied by a "high pitched whine." That same moment, lights "bright enough to light up the entire backyard, the house, and everything" flooded through the windows.

McAlister got his crutches, moved to the bedroom window and, looking up, saw what he described as a brightly lit object as "high as a two story building," and roughly 70 feet in diameter, hovering approximately 50 feet in the air, and over a group of pines in his back yard.

At this point, McAlister awakened his wife with one of his crutches and called her to the window, whereupon she remarked, "Oh, my God, how beautiful," and went to wake their daughters. Only the oldest, Shirley, 17, arose and returned to the window with her, in time to view the object still hovering.

The object was described as having a row of very bright, white,

stationary windows across the center of the structure, with a row of even brighter white lights rotating horizontally in a clockwise motion around the perimeter. (See sketch.) There was additionally, an oscillating, or "wobbling," motion of the entire object, revealing "grayish-black steel under the windows" when it tilted upwards, this angle diminishing the extreme brightness. McAlister said it appeared to be made of "slick metal," and, was seamless. His wife stated that she saw black between each window, and, all three complained of the lights hurting their eyes during the observation.



At this moment, the horizontally rotating lights around the object's perimeter tilted to a vertical position, like a ferris wheel, the windows remaining horizontal as before. The "flying saucer," as McAlister described it, then "went like a streak of lightning — the sound left, and everything." He estimated that the entire aforementioned sequence of events, described exactly as was told during the interview, lasted approximately 3 minutes.

As the object rapidly moved off, to the NNE, McAlister, his wife, and five daughters, all of whom were now up, left the house through the carport door, turning on the outside light, the first turned on during the occurrence. They all watched from the yard as the receding lights came to a stop at a distance estimated by

McAlister to be approximately 8 miles, this having been covered in roughly 2 to 3 minutes.

## Secondary Events And Witnesses

For the next 2 hours and 45 minutes, until 7:05 a.m., the object remained at its distant location, and was viewed by a number of people, these including the seven members of the McAlister family, four next door neighbors, two from several miles away, and, four deputies of the Anderson County Sheriff's Department.

The deputies, who had been called twice by the McAlister's before their arrival, watched for 2 hours, 10 minutes through binoculars and a 60-power telescope provided by one of the neighbors. Everyone present had ample opportunity to view the objects through both instruments.

McAlister and his wife stated that the windows and rotating lights were still plainly visible and that the wobble was the same as before. The light was still bright enough to hurt his eyes, even at that distance, said McAlister. In fact, he stated that they were "so bright, they still blinded you!"

During this entire period, McAlister said that the object was gradually rising in the distance until 7:05 a.m. when, as he put it, it "shot out of sight and was gone — a beautiful sight."

## Deputies' Comments

The four Anderson County Deputies who witnessed the event had various statements to make on their observations of the far-off light source.

Mike Burton said that he observed the object rising and turning constantly for over an hour, but, could

(Continued on next page)

(Anderson, continued)

not make out a definite shape. He also said that he observed it changing colors from red, to hazy blue, to bright white, and to yellow! He stated that he thought it was not an aircraft, and, that the object was smaller than the moon, but much larger than a star.

Rock Nation said that he didn't know what it was, and Lt. Joseph Simmons was an observer but has not been questioned as of this writing.

The Department contacted the local Anderson Airport and Greenville Aviation, a little after 5:00 a.m. while the event was in progress, but neither was open. However, the Greenville-Spartanburg Jetport was, but Air Traffic Control there said that radar noted nothing unusual.

A strange note involving only one of the Deputies (who, it is not yet clear) and McAlister's daughter Shirley concerns the observation of a red light, or lights, coming out of the bottom and top of the object. Shirley saw hers on the bottom; the Deputy saw his on the top. McAlister said that the Deputy kept saying he saw red lights, though no one else, save Shirley, did.

(Further statements and comparisons, whether of significance or not, are made here, in the event of their possible future use in this case, or others.)

One of McAlister's more interesting comments, at least to this investigator, was that there was no question in his mind that, as soon as he initially saw the object, he knew that it was a "flying saucer." How he arrived at this conclusion so rapidly is anyone's guess. He also stated that he wasn't scared, just thrilled by his experience.

Saying that he had never believed in UFOs, he interestingly added that his wife's sister did, and that she had read extensively on the subject, and had told him and his wife all about UFOs prior to their sighting.

McAlister also said that he knew it was not a balloon, helicopter, nor any type of known aircraft.

As to the extreme loudness of the initial encounter, described as like a

"helicopter crashing," and "loud as a helicopter starting to take off," he had no explanations as to why such a noise didn't wake his wife or children, though his ears "roared" for 3 days afterwards. From the distance of 110 measured feet from his bedroom window, it must have been awesome, indeed.

The next door neighbor described what he heard as a "muffled" sound, and the cross-street couple said they were awake at that hour yet heard nothing at all.

McAlister said his dog, which was sleeping at the foot of McAlister's bed, didn't bark during the incident, as he could recall, though in the excitement, he wasn't sure.

Questioned as to any time loss, either by any individual or clock, there was none, McAlister stated.

Physiologically, in addition to the previously mentioned effects of the bright lights and intense sounds, McAlister complained of a "terrific headache" all the next day with swollen glands in his neck through the day after that, and burning, reddened eyes. As for the burning eyes, it must be considered that McAlister had been up for a considerable time both prior to and after the event.

A possible EM effect occurring after the event was over, was that for 7 hours, according to McAlister, no modulation (transmission) could get out on his C.B. unit, though his signal was detectable by others. He could receive normally, but only a buzz came through when he attempted to transmit. Further, McAlister's antenna was located almost directly underneath the object's position in his back yard, and if his estimates of its altitude are correct, only a few feet away from its bottom.

The factor of Venus in its relative position at the time of the object's distant hovering is another interesting aspect of this case, as it appeared to rise as Venus did and was only approximately 15 degrees away from the planet's position at the time. Both were visible until approximately the same time that morning when they were lost in the brightening sky.

When questioned about these facts, both McAlister and his wife were sure that Venus was to the right and below the object and was considerably brighter.

### Radiation and S.B.I.

S.B.I., or the "Scientific Bureau of Investigation," based out of New York, and represented by Pete Mazzola, a N.Y. police detective, and Jim Fallow, a retired New Jersey policeman, descended on the scene the day after the event, calling it one of the best documented cases they had come across. Apparently involved to some degree with the popular "That's Incredible" T.V. program, they brought a PSE "lie detector," and some type of geiger counter, leaving behind many more questions than the event itself caused.

McAlister, himself, said that they checked his eyes with a pen-light type flashlight, detecting a glazed effect, and called it "radiation burns." No qualified medical personnel had yet, however, checked anyone for anything at the time of this interview several days later.

Various reports of the McAlister's themselves being radioactive by some vague amount, and even increasing that radioactivity sometime later, as well as radioactivity considerably above normal background levels in the back yard, surfaced after S.B.I.'s visit or visits, whatever the case may be. Mazzola was quoted in one news article as saying that there was a "decided jump on the geiger counter."

Thanks to Allan Hendry of CUFOS, who, upon hearing of all this, brought a counter to the site, he and this investigator finding no levels higher than background, though our readings were made, in all fairness, 3 days after the event.

As for myself, I found the statements made concerning all this somewhat less than agreeable, having worked in nuclear weapons for several years in the U.S. Army and having undergone extensive training in radiation handling and detection procedures.

(Continued on next page)

times that we'd hardly be sur-  
prised if it happened to us and

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(Anderson, Continued)

As of this writing, it has been relayed that "That's Incredible" has visited the McAlister's twice now, with one national T.V. airing already.

Information concerning additional sightings in at least five different locations and towns later the same day as the original will be forthcoming as soon as logistically possible, including statements from a number of persons involved, supporting the McAlisters' description of the object.

From 12-9-80 National Enquirer

# Burned by a UFO

A monstrously huge, incredibly bright UFO burned one close-up observer and was seen by 16 others, including four South Carolina policemen.

Described as a "perfect flying saucer," complete with windows and a high-pitched whine, the amazing, slow-moving craft not only left behind awed eyewitnesses but traces of radiation as well.

"It was incredible — absolutely out of this world!" declared 40-year-old Jerry McAlister, who sustained superficial burns on his face after being subjected to the full intensity of the UFO.

## 'Perfect Flying Saucer' Amazes 17 Eyewitnesses

The bizarre encounter was investigated by top professionals who say they're absolutely convinced of its authenticity.

McAlister, an electrician in Anderson, S.C., was startled out of a deep sleep at 4:20 a.m. on September 11 when he heard "a loud whining noise" and what sounded like "a thumping of rotating blades."

But what he saw was no helicopter. "The bedroom was flooded with light," he recalled. "It was literally like someone turned on a bright light bulb in the room."

"I went to the window overlooking my backyard and there was a huge craft, two stories high by 70 feet in diameter, hovering above a thicket of 40-foot-high pine trees 100 feet from my home."

"It was a perfect flying saucer! Imagine two huge, deep-dish saucers to-

gether, facing each other. Around the outer rim of the saucer were windows. And the whole craft was encircled by powerful lights. It was made of a dark gray metal. It was spinning in a clockwise direction. I was absolutely stunned."

In addition to his burned face, McAlister suffered from migraine headaches and a ringing in his ears for four days after the sighting.

His wife and children also saw the object — as did police.

"Four of us deputies in two separate cars arrived at the scene outside McAlister's house and watched the object in the sky," said Anderson County Sheriff's Deputy Mike Burton.

"It was a huge object and moved very slowly. As I watched, it changed colors."

"I watched the UFO for 1½ hours (before it finally disappeared in a



**BURNED ON HIS FACE**, Jerry McAlister holds artist's impression of huge UFO, which he saw hovering 100 feet from his home.

northeasterly direction). There is no earthly explanation for it."

Just hours after the sighting, New York City Police Officer Pete Mazzola and former New Jersey Police-

man Jim Fillow arrived on the scene to investigate.

They are international directors of the Scientific Bureau of Investigation Inc., staffed by off-duty policemen who probe UFO encounters.

"This was definitely a close encounter of the second kind — a UFO where physical evidence is found," said Mazzola.

Geiger counter readings over the exact spot where the UFO was seen to hover showed that the soil was dramatically more radioactive than soil nearby, he said.

He added: "Jerry McAlister had mild facial burns. The skin wasn't broken, but it was seared a bright red due to his long exposure to the very bright light emitted by the UFO."

Mazzola revealed further that all 17 witnesses to the sighting passed truth-detecting tests on a Psychological Stress Evaluator (PSE), which can determine when a person is lying by measuring voice patterns electronically.

"This case can be classified as absolutely authentic," Mazzola declared.

— JAMES McCANDLISH



## And the Sore Loser Is . . .

Even without the trophy and the flowers, it would be easy to pick out the winner in this picture. Little Michelle Pompey isn't exactly playing the gracious first runner-up as she glares at the new "Little Miss Moonshine," Angie Lent, in New Straitsville, Ohio.

NATIONAL ENQUIRER

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## Humming Noise, Bright Lights

# Anderson County UFO

Associated Press

ANDERSON — A disc-shaped unidentified flying object awakened some Anderson County residents with a humming noise and bright lights before speeding away, they said.

The UFO also was spotted at a distance by several Anderson County deputies and residents of Powdersville and Williamstown who telephoned local radio stations.

Jerry McAlister said he saw the object up close for about three minutes as it hovered over his home near Broadway Lake. "I couldn't see anyone, just all those windows lit up," he said.

Lt. Keith Lerner, a spokesman at Shaw Air Force Base near Sumter, said the Air Force had received no report of a UFO. He said the Air Force "closed its investigation of UFOs back in the 1960s." Radar operators at Greenville-Spartanburg Airport did not record the object, an airport official said.

McALLISTER, 40, said he awoke at 4:20 a.m. when he heard a loud humming noise. "I thought it was a

helicopter crashing in my backyard," he said.

McAlister said he went to the window after hearing the noise and saw the UFO. He awoke his wife, and she awoke one of their daughters.

The object was about 70 feet long, about two stories high and had two rows of windows, all so brightly lit that it was impossible to see anything inside, he said.

"It hovered over the same area for about three minutes," he said. "Then it turned up on its side and sped off like a streak of lightning at treetop level."

THE OBJECT stayed within view, however, and a neighbor, Steve Partain, brought out a telescope. McAlister's wife, Faye, said the UFO's windows were easier to see through the telescope.

"It was beautiful, just beautiful," she said. "It was just like a giant star. But it wasn't a star and it wasn't a weather balloon."

(See UFO, 15-A, Col. 1)

*The Columbia South Carolina STATE PRESS, Sept 17, 1980*

## UFO Is Reported

(Continued From 1-A)

McAlister said he reported the object to the sheriff's department. A short time later, he said, he overheard deputies on his police radio monitor saying they believed the sighting was a prank. He called again and told them to come to his home. Then the officers saw it, he said.

"It was so bright it could hurt the naked eye," McAlister said. "They apologized to me. We watched it for two hours."

Finally, he said, "it went straight up out of sight."

A spokesman for the Anderson County Sheriff's Department said the object was spotted from a great distance by deputies.

The spokesman, who refused to identify himself, said the department's dispatcher quoted a deputy as saying he saw "some sort of light that was a great deal brighter than anything around it."

Asked about a possible investigation, the spokesman replied: "What is there to investigate? An object was seen. An object left. We couldn't get a tag number on it so we couldn't investigate."

# the apro bulletin

VOL. 29

TUCSON, ARIZONA

NO. 7

## UFO OVER COPPER SMELTER

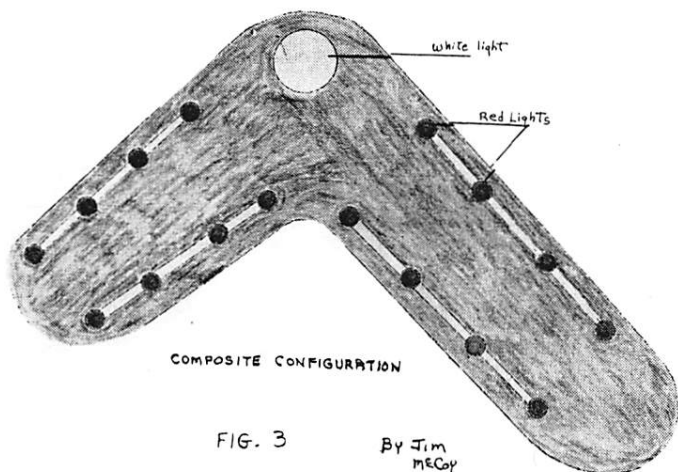
On the evening of October 23rd, 1980, one of the most well-witnessed UFO sightings in history took place in the little mining town of Morenci, Arizona. Located on US 666, it is about 20 miles northeast of Safford, Arizona, which is on Interstate 10 in southeastern Arizona. Morenci is a typical Arizona copper mining town and the site of two huge copper smelters which are owned and operated by Phelps-Dodge Corporation.

APRO's investigator on this case was Jim McCoy who did in-depth interviews with five of the witnesses. There were a host of other witnesses and hopefully they can be interviewed at a later date. However, inasmuch as the five men observed the object at relatively close range, their testimony is central to the facts in the case.

Randell Rogers and Larry Mortensen, both employees at Phelps-Dodge, left their work area at 8:55 p.m. to proceed to the lunch area for the evening "break." They entered an open type of vehicle (no cab) and enroute to the lunch area they stopped and picked up Joe Nevarez, Kent David and James Best. (Please see illustrations which accompany this text.)

After starting the vehicle up again, they noticed an object approaching from the north at an altitude of approximately 1500 to 2000 feet and Nevarez exclaimed, "Hey, you guys, look at the flying saucer!" One or two of the others remarked that "it" was just an airplane and laughed. Nevarez then demanded that the vehicle be stopped so that he could get a better look at the object.

When the vehicle was brought to a stop and the men looked up, they were amazed to see a boomerang-shaped object approaching the north smoke stack of the smelter area at a very low speed which they later told Mr. McCoy that they estimated to be about five miles per hour. When it arrived at a position directly over the north stack, it stopped and hovered for a minute or so, then came straight down vertically to an estimated altitude of about 700 to 1,000 feet, not far above the stack. After a brief period of time a brilliant light erupted from the forward apex of the boomerang configuration and shone directly down into the interior of the north smelter stack. The witnesses described this light as brighter than a search light or that of an



### METEOR OR UFO?

(The following is a narrative of the experience of Terry L. Wright and his companions on an August afternoon at 3 p.m. in 1972). The sighting occurred while my mother, my brother, my ex-wife and I were enroute from Lewiston to Orofino Idaho. A radio program was interrupted to announce the appearance of a meteor over Boise Idaho, stating that several people had seen it and the time. Within minutes, (about four), another bulletin stated that the meteor had been seen over McCall Idaho. This indicated that the object was coming toward us and I expressed the hope that we might see it if we were not too severely limited by the canyon walls. The estimated time of the announcement and the object coming into our view was seven minutes by our (my) calculations, which caused me to remark that the velocity seemed low for a meteor.

In about six minutes we sighted what appeared to be a self-luminous object on the proper flight path for the meteor described. Range may have been between

(See UFO? — Page Four)

(See Smelter — Page Two)

Physics ..... Gerhard H. Wolter, Ph.D.  
 Physics ..... Robert M. Wood, Ph.D.  
 Plasma Research ..... Peter A. Sturrock, Ph.D.  
 Seismology ..... John S. Derr, Ph.D.

Social Sciences

History ..... David M. Jacobs, Ph.D.  
 Philosophy ..... Robert F. Creegan, Ph.D.  
 Philosophy ..... Emerson W. Schideler, Ph.D.  
 Psychology ..... Ronald Neman, Ph.D.  
 Psychology ..... R. Leo Sprinkle, Ph.D.  
 Sociology ..... Ron Westrum, Ph.D.

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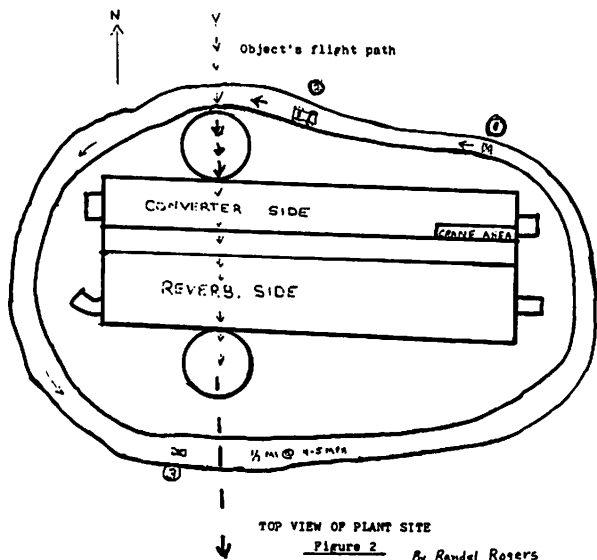
# Smelter

(continued from Page One)

arc welder.

Approximately 10 seconds later, the brilliant beam went out and the object began moving south at the same apparent altitude and then stopped directly over the south smelter stack. Again the brilliant beam came on and shone into the interior of the south stack.

Shortly thereafter the light beam turned off again and the object moved slowly (estimated at 5-10 miles per hour) to the south. Then "in less than the blink of an eye" it accelerated to a speed which the witnesses were not able to estimate, in the direction of Safford, Arizona.



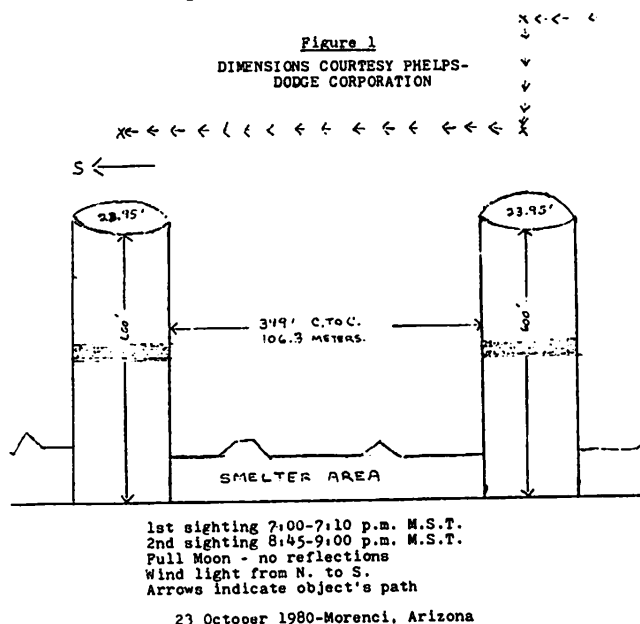
TOP VIEW OF PLANT SITE  
 Figure 2 By Randal Rogers

At that juncture, when the object had the appearance of being "one foot in size", Joe Nevarez stated that he wished that the thing would come back so he could get a better look at it. Immediately, almost as if in response to an unspoken command, the object performed an instant reversal from its position over Safford, to over the slag dump area of the smelter at Morenci. McCoy reports that it should be noted

that by instant reversal, the witnesses meant that the object did not turn, climb, dive or take any radius turn, but just instantly reversed and was back over the smelter area where it accelerated out of sight in the north, the direction from which it had come.

While the object was in the smelter area it was observed by all five witnesses and the following is a composite narrative of the description of the object:

It was in a boomerang configuration with a forward apex of the wing of approximately 120 degrees, and one "wing" appeared to be shorter than the other with a distance from tip to tip of the "wings" appearing to be about 1/4 mile. The object was dull black in color, resembling 1/2" steel plate, and did not reflect light. There were no seams, rivets or other surface markings noted. The large beam of light which was directed into the interior of the stacks was located near the forward center of the apex. The witnesses stated that they



could look at this light without any ill effect and it compared with the glow of a full moon.

On each "wing" there were 8 bright reddish lights, four on each leading edge and 4 on each trailing edge. These lights seemed to be about 75 feet apart and were interconnected by a white tube of light (like a fluorescent bulb but much larger). All lights on the object remained steady at all times and did not blink, rotate, flash or otherwise change in any manner except when shown into the interior of the smelter stacks. It made no sound at any time, and was observed with the aid of a full moon which had just risen.

There are no lights on the smelter stacks for aircraft warning or otherwise, and no lights in the area reflect upward. The weather was clear with no clouds, lightning, precipitation or other atmospheric phenomena present. The winds were light and variable from the north. A small amount of smoke was being emitted from each of the smelter stacks.

Another sighting of what was either the same or a similar object was made by Joe Nevarez and James Best at 9 p.m. This object approached from the north but at a higher altitude (about 6,000 feet), hovered, and traveled slowly about the area for about 5 to 10 minutes. This sighting was corroborated by a law enforcement official (who wishes to remain anonymous) located five miles to the west, observing with the aid of 10 power binoculars. He stated that while the object was stationary one small red light descended vertically down from it and left at a very high rate of speed in the direction of Silver City, New Mexico (slightly south of due east of Morenci). Another red light dropped and went north in the direction of the San Carlos Indian reservation. After 1 or 2 minutes, these objects returned and merged with the boomerang shape which in turn departed at a very high rate of speed into the north and out of sight.

APRO was alerted concerning the Morenci sighting on January 10 by Mr. Samuel Player, the editor of the Eastern Arizona Courier of Safford, Arizona, and some of the above information was carried in the press. In addition to the five smelter workers, who were "almost" under the object, Greenlee County Sheriff Ralph Gomez, several Morenci businessmen among others, witnessed the passage of the huge object. One hundred (100) members of the Morenci High School band and the director were among the host of individuals who watched.

There are indications that this object was witnessed on at least one and possibly more occasions and the *Bulletin* will follow up on this case if further details come to hand.

(Editor's note: The boomerang-shape is not totally unfamiliar in UFO lore, but then it is not as widely seen as the discs or cigar-shapes either. The searchlight shining down from the object is another characteristic of some UFOs seen often enough that it is not tremendously outstanding. The one mind-boggling characteristic about the object in this instance is its apparent ability to reverse course without banking or executing any of the other maneuvers generally associated with a change in trajectory. In a report handled by this office in the middle 1960s involving policemen who observed a cigar-shaped object which hovered over a field, it approached them with lightning speed, then "snapped back" to its original position without changing flight attitude. We have not researched this case to get the exact date, but mention it here for comparison purposes.)

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**Please!**  
**Send OLD and NEW**  
**Zip Codes**  
**with Address Changes.**



Oct. 26, 1980; Greene County, Indiana

7:00 PM. A lopsided triangle shaped UFO was observed by a husband and wife on their farm in a close encounter. The object can be described two full moons spaced about 12 feet apart with a flashing red light in back like a lopsided triangle. Each white light could have been three feet in diameter and the white was so intense but noting around lit up. It seemed as if the light was somehow contained within itself. The object was at treetop level now and passed to the right of our security light. There was no reflection of metal anywhere. The lights were all that could be seen but I got the distinct impression that they were connected to something huge. The wife said: The object passed about twenty feet above the barn making no sound and lights making no light. When it was over the barn roof the sows with baby pigs in the barn jumped up and began wild grunting and knocking about in their pens. They settled down immediately after the object cleared the roof. The object is now coming very slowly towards the front of our house and yard. My husband had gone back into the house to watch from the front windows, my children are crying, and I am on the back porch having the time of my life.

(IUR-3,5, Letter to Center for UFO Studies, John Timmerman files)

MINISTRY OF DEFENCE

2025

CT 1982

Registered file number

3EC (AS) 12/2/1

Part No. A

1. Attention is drawn to the notes on the inside flap
2. Enter notes of related files on page 2 of this jacket.

DIVISION/ESTABLISHMENT/UNIT/BRANCH

Sec (AS) 2a

SUBJECT Unidentified Flying Objects (U.F.O.'s)  
Report of Sighting, Rendlesham Forest  
December 1980

to	Date	Min/Encl	Referred to	Date	Min/Encl	Referred to	Date	Min/Encl	Referred to	Date	Min/Encl
<p style="font-size: 2em; opacity: 0.5;">SECRET</p>											
<p>Sent Out Date: [redacted] 1-11-00 Ext 344 From DR2e2 Bourne Ave. Hayes, Middx, UB3 1RF.</p>											
<p>Debra Bere 3A3-8-4</p>											

ONLY

File Ref: 3EC(AS)12/2/1  
Part: A

PA ACTION  
(MOD Form 262F must be completed)

RESTRICTED/UNCLASSIFIED



**RAF LIAISON OFFICE**  
 Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ

(E110)

Telephone Woodbridge 3737 ext 2333  
 2257

MOD (DS8a)

Your reference

Our reference BENT/019/76  
 AIR

Date 15 January 1981

UNIDENTIFIED FLYING OBJECTS (UFO's)

I attach a copy of a report I have received from the Deputy Base Commander at RAF Bentwaters concerning some mysterious sightings in the Rendlesham forest near RAF Woodbridge. The report is forwarded for your information and action as considered necessary.

D H MORELAND  
 Squadron Leader  
 RAF Commander

Copy to:

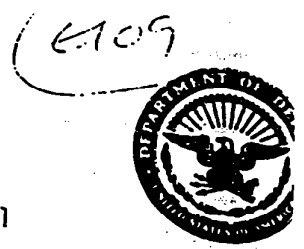
SRAFLO, RAF Mildenhall

*Copy sent to Ops (SE) 2b Sqd WY Bicester*

*also consulted by Ops (SE) 2b. etc*

*DISSE  
 PS/ACS (Comms)  
 Review establishments in  
 area.*

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81ST COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 09755




REPLY TO  
ATTN OF: CD

SUBJECT: Unexplained Lights

13 Jan 81

TO: RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.
2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.
3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 100' off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

copy taken from 21/050 11/10/107 - 12000 000 000 000

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29

**LOOSE MINUTE**

D/DD Ops(GE)10/3

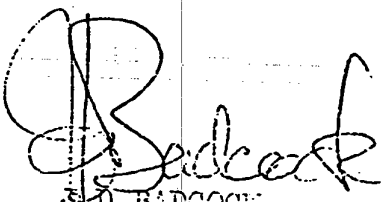
DI 55

Copy to:  
PS/ACS(G)(RAF)

UNEXPLAINED LIGHTS

1. During the preparation for the Lords Debate on UFOs on 18 Jan 1979, DI 55 (Mr Asteraki) made contributions to Hd of S4(Air)'s Draft Closing Address and Backaround note. Since the bulk of reports of unusual sighting have been of a routine nature. However I have been asked by DS8 if any other dept would have an interest in the attached correspondence from the USAF Deputy Base Commander at Bentwaters.
2. We would particularly like to know whether the readings of radioactivity are unusual or whether they are within the normal background range to be expected.

26 Jan 81

  
A D BADCOCK  
Sqn Ldr  
Ops(GE)2b(RAF)  
MB 4258 7274 MB

Encl: Dept of the Air Force letter 13 Jan 81

012

OOSE MINUTE

D/DD Ops(GE)/10/8

DS8 ←

UNEXPLAINED LIGHTS

Reference: A. D/DS8/72/1/2 dated 20 Jan 81.

1. At Reference you forwarded a report from RAF Bentwaters for information and asked if anyone else might have an interest in the content. You will see from the attached IM, I forwarded a copy to DI55 and PS/ACS(G)(RAF). I have had no response.
2. SOC/CRC Neatishead regret that the radar camera recorder was switched off at 1527Z on 29 Dec 80 and an examination of the executive logs revealed no entry in respect of unusual radar returns or other unusual occurrences.
3. I have spoken with Sqn Ldr Moreland at Bentwaters and he considers the Deputy Base Commander a sound source. I asked if the incident had been reported on the USAF net and I was advised that tape recorders of the evidence had been handed to Gen Gabriel who happened to be visiting the station. Perhaps it would be reasonable to ask if we could have tape recordings as well.

16 Feb 81

A D BADCOCK  
Sqn Ldr  
Ops(GE)2b(RAF)  
MB 4258 7274 MB

4

MEMORANDUM

to DS8.

From CEZB

MOD Form 4A

Date 9/3/81

Tel 7274

(E35)

Your ref E-36/72/1/2 dated 7/1/81

Our ref D/BDOPS(CE)/10/8

Subject UNEXPLAINED NIGHTS

1. Further to my LM at Ref dated 16 Feb attached herewith copies of responses from DISS(a) and DISS2 — with an offer to pursue from the letter.

*[Signature]*  
(CE)ZB(RAF)

7274MB

HW

(E134)

100SE MINUTE

75/103/15/1

Cps (GE) 2b (RAF)

Copy to:  
PS/ACS(G)(RAF)

UNEXPLAINED LIGHTS

Reference:


1. D/23 Cps (GE)10/8 dated 26 January 1981.

1. Having canvassed DSMI for thoughts on this matter, DI55 cannot offer any explanation for the phenomena.

2. In answer to your specific inquiry regarding the readings of radioactivity, please see the attached correspondence from ADI/DI52.

3. If you wish to take up ADI/DI52's offer of further assistance, please let me know.

2 March 1981

  
C F COMPER  
DI55(a)  
AF 7/26 4131 EB

Enc: DI52/106/10 dated 23 February 1981.



Loose Minute

DI52/108/10

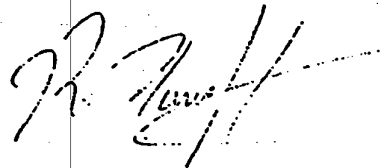
CPA 24/2

DI55a Attn Mr C P Comper

Unexplained Lights

Reference: DI55/108/15/1

1. Like DI55, DI52 do not know of any serious explanation for the phenomena described at reference.
2. Background radioactivity varies considerably due to a number of factors. The value of 0.1 milliroentgens (mr), I assume that this is per hour, seems significantly higher than the average background of about 0.015 mr. I would not expect the variation in this to be much more than a factor of two, although it might be greater for specific reasons.
3. If you wish to pursue this further I could make enquiries as to natural background levels in the area. The way the US report is written, however, suggests that 0.1 mr was greater than they expected.



23 February 1981

R C Horscroft  
ADI/DI52

Copy taken from File DS8/10/209 Karl E. on 13/11/80

MB

E129/1

LOOSE MINUTE

D/DD Ops(GE)/10/8

DS8 ←

6/209

UFO SIGHTING - RAF WOODBRIDGE DECEMBER 1980

1. At Reference you ask if the suggestion that the USAF be asked for the tape recordings was followed up by this Deputy Directorate. It was considered that the tapes would reveal no better report than that already received, and no further request was made. However, it is considered that your approach to the RAF Liaison officer, will produce any considered views on the event.

2. I believe your outlined response is the right one; Westishhead, which is the Sector Ops Centre responsible for that area had nothing unusual to report, and nothing more substantive has come to light. I have received no evidence that any radar reported unusual tracks. Miss Bandles appears to have "evidence of radar track n", and provided that it can be managed without undermining our position, I would like to have a look at this radar evidence.

21 Mar 83

*Baddock*

J B BADCOCK  
Sqn Ldr  
Ops(GE)2b(RAF)  
MB 4253 7754 MB

< Note

Spoke to Giles Cowling at the Defence Radiological Protection Service (0705 584326), re the radiation readings

recorded at the time of the Bantlesham Forest incident. 0.01 would be the general level of background radiation, so the 0.1 recording is about 10 times what would be normal.

However, military radiation detectors are geared for high level readings, so low-level readings may be difficult to record accurately, as the scale will be small at the bottom of the meter. \* We don't have details of what instrument was used.

It is just possible to have such an event. A university lab might well have some radioactive source with a very short half life, and could use it so as to give readings, what would not be recorded a few days later.

The level of radiation of 0.1 is completely harmless.

N. Page  
15/4/94

\* Especially if the needle was fluctuating.

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81ST COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 09155



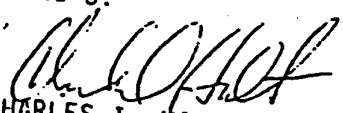
REPLY TO  
ATTN OF: CD

SUBJECT: Unexplained Lights

13 Jan 81

TO: RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.
2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.
3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

10

LCOSE MINUTE

D/Sec(AS)12/2/1

25 Jan 94

DPO(RAF) - David Davies

E2

CENTRAL TV UFO DOCUMENTARY - REQUEST FOR INFORMATION ON RENDLESHAM FOREST

1. We spoke yesterday about Central TV's request for information on the UFO sighting in Rendlesham Forest in December 1980.
2. I have been through our file on this incident, and have drawn together an unclassified note based on previous MOD statements. This can be drawn upon in answering questions, or passed to Central TV in toto. I have also attached a copy of Lt Col Halt's report, which can be passed to Central TV.
3. As I mentioned yesterday, Pam Titchmarsh is still in the Department, and works for the Housing Trust Team. I do not know what the rules are with regard to interviews with present or former officials, or whether it would be worthwhile having a word with her. I have not contacted her, but if you wish to do so, she is on 88328MB.
4. Please let me know if you need anything else; as I mentioned, my understanding is that this documentary is to be much more serious than some of the more sensationalist programmes that have been produced in the past. I believe that it will be in our interests to be as helpful as we can, and to try and reflect the good relationship that we now have with many of the more serious UFO groups and researchers. There are still a few within the field who believe that the MOD is involved in a cover-up, and I think the more helpful and open we are, the less likely it is that this view will get an airing.

*N. Pope*

N G Pope  
Sec(AS)2a  
MB8245 82140MB

//

UFO SIGHTING AT RENDLESHAM FOREST

We are aware that on 27 and 29 December 1980 a number of personnel from RAF Woodbridge saw strange lights in the vicinity of the base, in Rendlesham Forest.

Lt Col Charles Halt USAF, the Deputy Base Commander, submitted a report on these events, which was passed to the Ministry of Defence. As is the case with all UFO reports submitted to the MOD, Lt Col Halt's report was examined carefully by those staff responsible for the air defence of the United Kingdom. No evidence was found of any threat to the defence of the United Kingdom, and no further investigations were carried out. No further information has come to light which alters our view that the sightings of these lights was of no defence significance.

No unidentified object was seen on radar during the period in question, and there was no evidence of anything having intruded into UK airspace, and landed near RAF Woodbridge.

We are aware that there are a number of theories circulating about these UFO sightings. One theory was that what was seen was the beam of the Orford Ness lighthouse, with distortions being caused by the beam having been seen from through the trees. There were also suggestions that fireball activity might explain some of the lights.

In the absence of any hard evidence, the MOD remains open-minded about these sightings.

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81ST COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 09155



REPLY TO  
ATTN OF: CD

13 Jan 81


SUBJECT: Unexplained Lights

TO: RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander



**RAF LIAISON OFFICE**  
Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ  
Telephone Bentwaters (0394) 432557

E26

Mr N G Pope  
Secretariat (Air Staff)2a  
Room 8245  
Ministry of Defence  
Main Building  
Whitehall  
LONDON SW1A 2HB

BENT/1/2/AIR

8 July 1992

Dear Mr Pope

UFO SIGHTING - DECEMBER 1980

Reference:

A. D/Sec(AS)12/2/1 dated 2 July 1992.

1. I refer to your letter at Reference A concerning the reported sighting of a UFO on 27 December 1980. I have no records on this subject and the file to which you refer has long since been destroyed.

2. However, I have spoken with our resident Historian from the 81st Tactical Fighter Wing who has unearthed an article which I have photocopied for your information. It all makes interesting reading.

Yours sincerely

P. ROONEY  
Squadron Leader  
RAF Commander



**WOODBIDGE RAF/USAF AIR BASE**

In December 1980 it is alleged that a grounded UFO was seen in the Rendlesham Forest area outside the back gates of RAF/USAF Woodbridge in Suffolk, England.

There are various, and conflicting, reports about what occurred on the night. According to the official report made by the Deputy Base Commander, Lieutenant-Colonel Charles Halt, two security police witnessed lights outside the back gate and called for permission to investigate on the grounds that an aircraft might have crashed. Three patrolmen were sent and they reported seeing a glowing object in the forest, described as triangular in shape, about 9 feet wide and 6 feet high, and emanating a powerful white light. Other reports detail blue and red lights at various points on the object. It was either hovering or standing on short legs and as the patrol approached, it manoeuvred away slowly through the trees on to a nearby farm (causing some disturbance in the animals there) before disappearing into the sky very quickly. However, the object was briefly sighted again about an hour later.

Investigation the following day found three ground traces indicating possible landing leg depressions.

However, there are other stories of events that night including one that the overall Commander of the base, Wing Commander Gordon Williams, was present at the investigation and also communicated with aliens that had been seen apparently carrying out repairs to the craft.

It is alleged that many films and photographs were taken but that these were all confiscated by senior officers and have not been released.

Investigators examining these claims have obtained interviews with two of the patrol who investigated the UFO, airman John Burroughs and a second airman who remains anonymous and is given the pseudonym of James Archer. Basically their stories agree with the Deputy Commander's statement. Archer denies seeing aliens but saw shapes inside the object, to which he had approached within three feet, and commented, 'I don't know what they were but the shapes did not look human. Maybe they were like robots.'

One of the security police at Woodbridge, Sergeant Adrian Bustinza, came forward after the publication of a book, *Skycrash* by Jenny Randles, Brenda Butler and Dot Street (see References and Background Material), and told his detailed version of events in the forest that night. Again, for the most part, his account basically agrees with that of Lieutenant-Colonel Halt. He describes the object as being seen through a yellow mist like 'nothing I have ever seen before', and comments that it was a tremendous size compared to the clearing it was in and that he was surprised it was able to fit into the area. One major discrepancy arises in his description, however; he describes it as saucer-shaped rather than triangular-shaped, which would seem to be a very major disagreement considering both reports come from eye witnesses.

There is allegedly a tape recording made by Lieutenant-Colonel Halt and his men while in the forest investigating the event and part of this has

been released by a former base commander at Woodbridge, Colonel Morgan. On the tape various voices including Lieutenant-Colonel Halt describe what they are supposed to be seeing as they pursue the object through the woods.

When challenged by a former Chief of the Defence Staff, Admiral the-Fleet Lord Hill-Norton, the Secretary of State for Defence, Michael Heseltine, through Lord Trefgarne, released the statement that 'the events to which you refer were of no defence significance'.

As Lord Hill-Norton put it, there would seem to be some defence significance either in an unknown object's entering and possibly landing in British territory or, alternatively, a deputy base commander of an RAF/USAF base filing a ludicrous and make-believe report. Lieutenant-Colonel (now Colonel) Halt has confirmed subsequently that this memorandum is legitimate. He also went on to say, 'There are a lot of things that are not in my memo.'

#### WOODRUFF, R. S.

In many people's eyes the quality of the witness to a UFO event is as important as the event itself. On that basis one sighting of three red lighted UFOs buzzing low over cars near Bethel in Vermont, USA should rank highly. Witnesses in other cars watched a police car ahead being buzzed. The police car contained a high State police official and the State pathologist, Dr R. S. Woodruff.

Calculation by the police indicated that the speed of the UFOs was some 2,000 miles per hour.

Despite the fact that the UFOs had come down precisely together in line of formation, slowed down and flown parallel to the ground, the Air Force explained that they were only meteors.

#### WRIGHT PATTERSON AIR FORCE BASE

Wright Patterson Air Force Base in America is a name that frequently occurs in the pages of this encyclopedia and in the annals of UFO research.

It is alleged that this base is the storehouse and examination facility for retrieved crash flying saucers and also for alien bodies.

Other stories have it that Wright Patterson contains a 'quick reaction force' designed to retrieve downed saucers, a sort of SAS or SWAT team to deal with aliens.

There is even an allegation that Senator Barry Goldwater attempted to gain entry to the base to examine UFO evidence but was refused by the then commanding officer, General Curtis LeMay.

#### WYKOFF, LIEUTENANT ROBERT C.

On 10 August 1950 Navy physicist Lieutenant Robert Wykoff, using Navy binoculars, watched a large disc-shaped UFO manoeuvring near Edwards Air Force Base, the scene of many such sightings.



From: N G Pope, Secretariat(Air Staff)2a, Room 8245

MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling) 071-21-8 2140  
(Switchboard) 071-21-89000  
(Fax) 071-21-8

E2

Sqn Ldr P Rooney  
RAF Commander  
RAF Bentwaters  
Woodbridge  
Suffolk  
IP12 2RQ

Your reference

Our reference

D/Sec(AS)12/2/1

Date

2 July 1992

Dear Sqn Ldr Rooney,

1. I am writing concerning the background to the UFO sighting near RAF Woodbridge on 27 December 1980, and the report that was subsequently made by the USAF Deputy Base Commander, Lt Col Halt.
2. I have attached a copy of a letter from one of your predecessors, together with a copy of Lt Col Halt's report, and I have two requests:
  - a. If you have files going back this far, could I have a copy of the original covering letter, BENT/19/76/Air dated 15 January 1981. I believe our copy was archived some time ago.
  - b. I would be grateful if you would confirm that Lt Col Halt's report is a genuine USAF report; this may sound a strange request, but over the years there have been a very clever series of hoax documents produced on the subject of UFOs. These often relate to official government/military knowledge of UFOs, and often appear to be on official notepaper - presumably using genuine official letters sent to members of the public, with the hoax text placed over the genuine text, and then photocopied again. In the absence of all the background papers, I am unsure as to the exact circumstances under which this report first surfaced. I do not know what standard practice would be, but would such a report not have been submitted on paper with a Bentwaters/Woodbridge address?
3. This may all seem like ancient history, but this alleged incident has become the best known UFO story in the UK, being mentioned in dozens of books on the subject (including one entire book relating the story of how USAF personnel repaired a crashed flying saucer and communicated with its alien occupants!). We still receive a steady stream of telephone enquiries and letters on the subject even to this day.

Yours sincerely,

N. Pope

17

3

paper



**RAF LIAISON OFFICE**  
 Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ  
 Telephone Woodbridge 3737 ext 2257

*Reply sent.*  
*E132*

MOD(DS8a)

Your reference

Our reference  
 BENT/19/76/Air

Date

25 October 1982

UNIDENTIFIED FLYING OBJECTS (UFO's)

Reference:

A. BENT/19/76/Air dated 15 January 1981.

1. Under cover of reference A I forwarded you a copy of the Deputy Base Commander's report concerning some unexplained lights and sightings on 27/29 December 1980. Some time after the incident I was approached by two women who claimed to be UFO investigators, but I refused to confirm or deny their claims. A week ago I was telephoned from New York by a Mr Eric Mishara from Omie Magazine. He asked me questions about an article in a British UFO Magazine. He claimed he was a serious UFO investigator and wanted to write an objective article about the incident. I told him that whoever wrote the article he described to me must have had a vivid imagination.

2. I have now managed to obtain a copy of the article and enclose a copy for your information. The magazine is called "The Unexplained" published weekly by:

ORBIS Publishing Ltd  
 Orbis House  
 20/22 Bedfordbury  
 London WC2N 4BT

The article was in Volume 9 Issue No 106.

3. I now anticipate a flood of enquiries and would be grateful for some guidance on MOD Policy concerning UFO's.

D E MORELAND  
 Sqn Ldr  
 RAF Cdr

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81ST COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 07155




REPLY TO  
ATTN OF: CD

13 Jan 81

SUBJECT: Unexplained Lights

TO: RAF/CC

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3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

(E24)

file copy



D/Sec(AS)12/2/1

5 August 1987



Thank you for your letter dated 31 June which requested information on the Rendlesham Forest "incident". As we mentioned to you in our letter dated 16 May 1986 the only information that we have on this alleged UFO sighting is the report by the Deputy Base Commander of RAF Woodbridge, Lieutenant Colonel Charles Halt, USAF. In case you haven't seen it before I attach a copy of the report which may be of interest to you. You may recall that the sole interest of the Ministry of Defence in reported sightings of UFOs is to establish whether they have any bearing on the defence of the country. We are satisfied that the events described in Lieutenant Colonel Halt's report are of no defence significance.

I hope that this proves useful.

YK  
[Signature]

to aff.

OK file  
Thaw. (E33)

Draft response to [redacted] letter  
of 31/6/87 is attached.

Lt. Col Halt's report of Jan '81 (see file)  
has already been released by sec(As)  
to a number of members of the public.

G  
48.

Gilbert 17/7

[redacted] has written about Rendlesham Forest on several occasions. Our first reply gave him a standard letter explaining our interest in UFO's [E67 Part A]. His second letter [E5 Part B] did not receive a reply. His third asked us to determine whether or not the Rendlesham Forest incident involved a UKAF "stealth" plane. We answered a simple "NO". (E's 31+32 Pt B)

My reply to [redacted] again explains our policy on UFO's and as he appears not to have a copy, I have included a copy of Lt Col Hall's report. This has been released to other ufologists in the past.

Clive

Thank you. Would you please locate Lt Col Hall's report, & also the example of its release to other ufologists in the past.  
Gish

13/07

Examples: E17 pt A 12/2/  
E16 pt A 12/2/1  
(flagged)  
these are plenty more.  
13/7





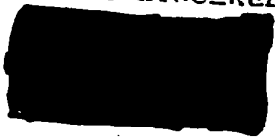
replied 05/02  
to

(E21)

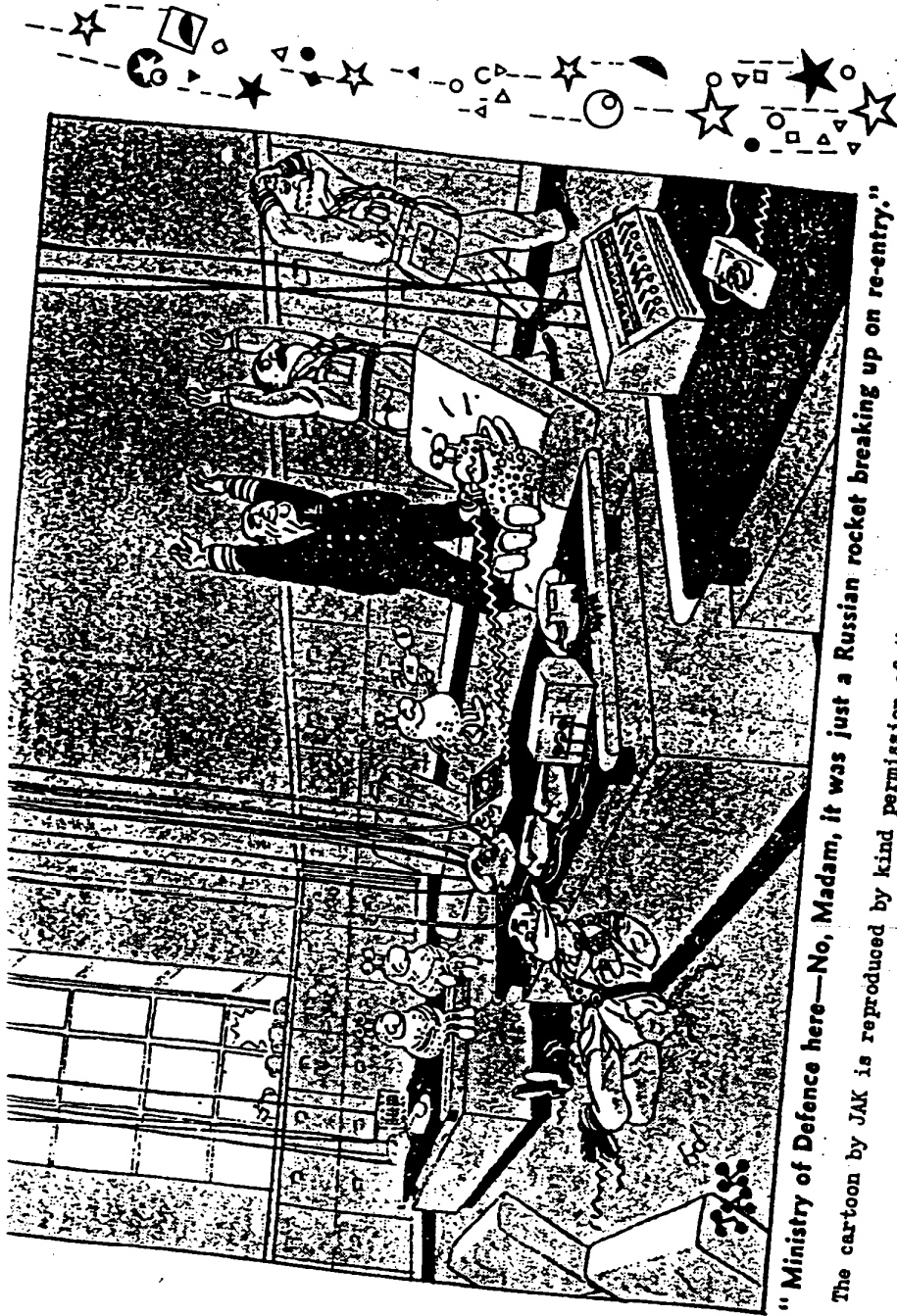
Dear Mr Ross.

I have enclosed a photo, for which I think will amuse you.  
I would be very grateful if you could send me any information  
that you may have on the Rendelsham forest case in "Dec 1980".  
If you don't have any information in the ministry could you  
tell me where to obtain some information on this case.

YOURS SINCERELY.



12/ 2/1



**"Ministry of Defence here—No, Madam, it was just a Russian rocket breaking up on re-entry."**

The cartoon by JAK is reproduced by kind permission of the London "EVENING STANDARD" (22/NOV/68)

From: P M Hucker, Secretariat (Air Staff)2a, Room 8245

E20



**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)



Your reference

Our reference D/Sec(AS)12/2/1 ✓

Date 21 August 1985



Thank you for your letter of 9 July 1985. The Ministry of Defence's interest in Unidentified Flying Objects (UFO's) was explained to you by my predecessor, Mr Mathewson, in his letters of 19 June and 18 July 1984.

The only information we have on the alleged "UFO sighting" at Rendlesham Forest in December 1980 is the report by Colonel Charles Halt, of the United States Air Force. We are satisfied that the events described are of no defence significance. We can find nothing in our records to suggest that alleged eye-witnesses were interviewed by the MOD, this is consistent with our normal practice when dealing with UFO reports.

*Yours sincerely*  
*P M Hucker*

OUR REF:

YOUR REF:

D/DS8/10/209

Ministry of Defence,  
Main Building, Rm 7230,  
Whitehall,  
London.  
SW1A 2HB

For the attention of A. Mathewson Esq.

Dear Mr. Mathewson,

re: UFO Sighting at Rendlesham Forest

I would be grateful if you could kindly indicate to me if your Department interviewed any of the alleged eye witnesses to the above incident and if so, whom and the dates of such interviews.

Kind regards.

Yours sincerely,

[Redacted signature]

PP's 10/209/44  
12/2/1

(E14) (S&P)

9th July 1985



**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

Sec(AS)2a, Room 8245

E18



Your reference

Our reference

D/Sec(AS)12/2/1 ✓

Date

2 July 1985



Your letter of 3 March 1985, addressed to the Office of Public Information, has been passed to me for reply. I am sorry that you received no reply to your earlier letter, however I can find no trace of it in our records. You may find it useful if I explain that the sole interest of the United Kingdom Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organisation in the Ministry of Defence appointed solely for the purpose of studying reports of such objects, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identity of the object seen. The Department could not justify the expenditure of public funds on investigations which go beyond the pure defence interests.

We have to recognise that there are many strange things to be seen in the sky, but we believe there are adequate explanations for them. They may be satellite debris re-entering the earth atmosphere, ball lightning, unusual cloud formations, meteorological balloons, aircraft lights, aircraft at unusual angles or many other things.

The only information we have on the alleged "UFO sighting" at Rendlesham Forest in December 1980 is the report by Colonel Charles Halt, of the United States Air Force. We are satisfied that the events described are of no defence significance.



24  
12/2/1

March 3, 1985

Office of Public Information  
Ministry of Defence  
Air Ministry section  
London, England

Gentlemen:

In a letter dated November 18, 1984 I requested certain information from your office in regard to a number of UFO incidents that occurred in the immediate vicinity of the Bentwaters/Woodbridge NATO airbase complex in the county of Suffolk, during the last week of December 1980. It is most disappointing that to this date I have received NO reply.

It is my sincere hope that you will respond to the following questions;

- 1) Does your office confirm receipt of the letter from USAF Lt. Col. Charles I. Halt, Deputy Base Commander, describing the UFO incidents?
- 2) Did your office conduct, or participate in, any further inquiry into this matter? Also, does your office maintain a dossier on this matter?
- 3) Can you suggest any prosaic explanation for these specific incidents?



**MINISTRY OF DEFENCE**  
 Main Building Whitehall London SW1A 2HB  
 Telephone 01-218 (Direct Dialling)  
 01-218 8000 (Switchboard)

Sec(AS)2a, Room 8245

C1

[REDACTED]

Your reference  
 Our reference D/Sec(AS)12/2/1 ✓  
 Date 2 July 1985

[REDACTED]

Thank you for your letter of 15 April. You may find it useful if I explain that the sole interest of the United Kingdom Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organisation in the Ministry of Defence appointed solely for the purpose of studying reports of such objects, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

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The only information we have on the alleged "UFO sighting" at Rendlesham Forest in December 1980 is the report by Colonel Charles Halt, of the United States Air Force. We are satisfied that the events described are of no defence significance. I enclose a copy of Colonel Halt's report which may be of interest.

Yours sincerely

P M HUCKER

REPLY TO  
ATTN OF: (C)

SUBJECT: Unexplained Lights

RAF/CC

13 Jan 81

6109


Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 100 off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the south remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander





April 15th. '35.

Dear Sir,

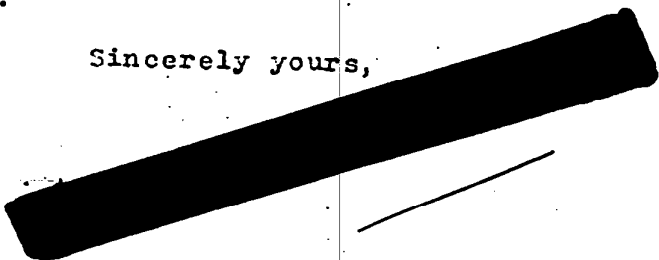
In the late 1970's my daughter saw what could only be described as an unidentified flying object over Accrington in Lancashire.

Since then I have met several people who have had a similar experience, and I have recently read a library book 'SKYCRASH'.

Over the past few years my interest in this phenomina has increased, therefore I wonder if you could let me have any further information or copies of documents relating to the incident in Rendlesham Forest in December 1930?

Your co-operation would be much appreciated.

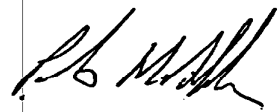
Sincerely yours,



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I attach copies of two recent Parliamentary Questions on the Ministry of Defence's interest in UFO reports, which you may be interested in.

Yours sincerely



P M HUCKER

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81st COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 0155

6109



13 Jan 81

REPLY TO  
ATTN OF: (C)


SUBJECT: Unexplained Lights

10: RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The object to the south remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

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Hansard Extract

13 March 1984

Cols 132 & 133

**Unidentified Flying Objects**

Sir Patrick Wall asked the Secretary of State for Defence (1) how many alleged landings by unidentified flying objects have been made in 1980, 1981, 1982 and 1983, respectively; and how many have been investigated by his Department's personnel;

(2) how many unexplained sightings there have been in 1980, 1981, 1982 and 1983, respectively; and which of these had been traced by radar and with what result.

Mr. Lee (*pursuant to his reply; 9 March 1984, c. 728*):  
For the years in question, the Ministry of Defence received the following numbers of reports of sightings of flying objects which the observer could not identify: 350, 600, 250, and 390. Reports of alleged landings are not separately identified. The Department was satisfied that none of these reports was of any defence significance and, in such cases, does not maintain records of the extent of its investigations.

HANSARD EXTRACT

24 OCTOBER 1983

Col. 62

RAF Woodbridge (Alleged Incident)

Sir Patrick Wall asked the Secretary of State for Defence (1) if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge;

(2) whether, in view of the fact that the United States Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom;

(3) how many unexplained sightings or radar intercepts have taken place since 1980.

Mr. Stanley: I have seen the memorandum of 13 January 1981 to which my hon. Friend refers. Since 1980 the Department has received 1,400 reports of sightings of flying objects which the observers have been unable to identify. There were no corresponding unexplained radar contacts. Subject to normal security constraints, I am ready to give information about any such reported sightings that are found to be a matter of concern from a defence standpoint, but there have been none to date.



**MINISTRY OF DEFENCE** Sec(AS)2  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 8000 (Switchboard)

E16

[Redacted]

Your reference

Our reference

Date D/Sec (AS) 12/2/11 ✓

28 June 1985

[Redacted]

Thank you for your letter of 25 March 1985. You may find it useful if I explain that the sole interest of the United Kingdom Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organisation in the Ministry of Defence appointed solely for the purpose of studying reports of such objects, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identity of the object seen. The Department could not justify the expenditure of public funds on investigations which go beyond the pure defence interests.

We have to recognise that there are many strange things to be seen in the sky, but we believe there are adequate explanations for them. They may be satellite debris re-entering the earth atmosphere, ball lightning, unusual cloud formations, meteorological balloons, aircraft lights, aircraft at unusual angles or many other things.

The only information we have on the alleged "UFO sighting" at Rendlesham Forest in December 1980 is the report by Colonel Charles Halt, of the United States Air Force. We are satisfied that the events described are of no defence significance. I can assure you that there is no question of attempting to cover up any incident or mishap, nor are we attempting in any way to obscure the truth. I enclose a copy of Colonel Halt's report which may be of interest.

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NOTE

Please inform if your dept does have a procedure that can be arranged that would assure that any large volume of documents could be sent via Air Mail if yes the cost of mailing first class Air Mail I would like to arrange to receive all documents that your dept can release to me this method if you can estimate the cost of this procedure then please reply have provided a return reply envelope with Air Mail stamps on it for courtesy reply will mail the amount to pay for mailing via Air Mail of package first class if volume of documents is large or small either amount I will be happy to forward the amount as instructed by the dept you work in thank you very much

from

file BSS  
12/2/1

MINISTRY OF DEFENSE  
MAIN BUILDING WHITEHALL  
LONDON ENGLAND SW1A-2HB  
DEFENSE SECRETARIAT 8  
ANDREW MATHEWSON

March 25th 1985

Dear Sirs

I am presently involved in doing some background research into a book titled Sky Crash A Cosmic Conspiracy by Dot Street Brenda Butler and Jenny Randles. I would like to verify some basic facts discussed in this book as they were writing about the MOD DS8 and its capacity or involvement into the Rendlesham Forrest (UFO Unknown Lights) of December 27th and the 30th 1980. The copy of the report that they obtained from the MOD DS8 as it concerns your dept and I am asking of that particular report if a copy of this report is available to the general public if requested. I am aware that the report was sent by Squadron Leader Donald Moreland on January 14th 1981 to the MOD DS8 a copy of this report will be enclosed with this letter plus additional version of that report that should probably be regarded as not very accurate on details or facts surrounding this case in particular also I understand that RAF Watten had picked up on their radar and tracked this UFO to about fifty miles south and to the east of Ipswich and in the general vicinity of the Rendlesham Forrest after which they lost radar contact. This occurred on the night of December 27th 1980 and the radar recordings were examined by USAF intelligence officers concerning this uncorrelated target such recordings are kept a few days before being reused this is a precaution against the unforeseen such as a air crash of an airplane. I believe a rumor circulating around the radar base was that it was possible that a object that they had tracked had crash landed into the forest near Ipswich. This had been a metallic UFO, a structured device of unknown origin. Men who had gone out to confront the UFO from a nearby base had found the engine and lights of their jeep failing as they got closer. They then had to continue on foot. The object was on the ground for several hours before repairs could be undertaken by the aliens who crewed it. During this period high ranking officers from the base went into the forest and the base commander himself we assume Colonel Gordon Williams had conversed with the occupants. It is no known what the radar men made of this tale, but it was apparently told by a radar man to the authors. But the fact that they tracked a target which aroused considerable interest in the USAF was certainly intriguing.



about your dept, there is a basic one page file for each UFO report that you would receive. now about regulations that direct persons to send UFO reports to your dept, and can I obtain a copy of these documents that exist that dictate guidelines a sort of official document that informs police and military about why these reports are important to the MOD DS8 and why this particular dept has been chosen for this assignment of evaluating of the UFO sighting reports that are sent through official channels and is there any joint cooperation between your government and other NATO allies with regards to this UFO phenomena and channeling of important data on specific UFO sighting cases that warrant other NATO Allies being informed about progress in investigating a particular case like the Rendlesam Forrest incidents that were highly documented and by official channels and by higher ranking personnel were involved which is indeed very unusual does your office ever conduct any field investigations on UFO sighting reports looking into background of a particular sighting that has physical traces with photographic evidence of a UFO and photos of the landing sight showing actual physical traces left behind by the UFO and does your dept have a manual for reference of different categories of these UFOs like the MUFON field investigators manual which is a guide explaining some of the differences between IFOs Identified Flying Objects Unidentified Flying Objects and basic rules to help determine category of the UFO sighting what is your department step by step procedures for investigating these UFO sighting reports where not secret I am very interested in obtaining some more detailed information on how a military base might be instructed in investigating a UFO sighting within their own military base property or do they just send in a brief sighting report how much details would be important to sufficiently investigate the UFO sighting to determine the defense implications of that particular report and has the MI5 or MI9 intelligence services ever been utilized to obtain more additional UFO reports this I understand and is a possibility for additional UFO reports do you know of the British government and whether its intelligence apparatus is doing any monitoring of the UFO phenomena for possible intelligence information of some benefit to British military security am aware that our National Security Agency and the Central Intelligence Agency are doing some secret monitoring of the UFO phenomena for national security reasons which are considered valid enough

I wish to thank you for your kind and gracious assistance

SINCERLY

Signed [REDACTED]

39

from

DEPARTMENT OF THE AIR FORCE  
AIR FORCE OFFICE OF SPECIAL INVESTIGATIONS  
CHIEF OF INFORMATION RELEASE  
NOAH D LAWRENCE WASHINGTON D.C. 20330-5025

MARCH 8th 1985

I am presently involved in some background research investigating on a book titled Clear Intent by Barry Greenwood and Larry Fawcett on page 224 of their book a report is discussed which originated from Kirckland AFB N.M. dated 2-9 Sept 80 OSI complaint form for official use only 8 Aug 3 80 alleged sightings of Unidentified Aerial Lights in restricted test range the file # is 8017D93-0/29 I wish to ask if you can release the complete file under the Freedom of Information Act 5 USC552 and can I please receive a copy of this file the following incidents are on file at the British Ministry Of Defense their address is Main Building Whitehall London SW1A-2HB the present head of the UFO report receiving dept DS8 is Andrew Mathewson however not knowing how their government would respond to an inquiry from a citizen of a foreign country about documents that the British Government might regard as sensitive enough as far as being of a high security nature a reply possibly would not be given here concerning a official report probably regarded as confidential meaning not for distribution to persons with out a security clearance I should point out that the report is on page 218 of the book Clear Intent and on (page 22 and 23 of the book Sky Crash A Cosmic Conspiracy by Brenda Butler Dot Street and Jenny Randles) the report has been photoduplicated in its entirety in both books what I am interested in verifying here is the existence of the report and possibly additional documents in the form of an open file this is the filed report written as follows DEPARTMENT OF THE AIR FORCE HEADQUARTERS 81st Combat Support Group RAF Bentwaters filed by Deputy Base Commander Lt, Col, USAF CHARLES I HALT dated January 13th 1981 subject Unexplained Lights 1. Early in the mourning of 27 Dec 80 (approximately 0300) two USAF security police patrolman saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange bright object in the forrest. The object was described as being metallic in appearance and triangular in shape approximately two to three meters across the base and approximately two meters high. It illuminated the entire forrest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted an hour later near the back gate. 2. The next day, three depressions one and a half inches deep and seven inches in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depression. 3. Later in the night a red sun like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star like objects were noticed in the sky, two objects to the north and one to the south, all of which were about ten degrees off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be ecliptical through an 8 by 12 power lense. They then turned to full circles. The object to the south was visible for two or three hours and beamed a stream of light from time to time. Numerous individuals including the undersigned, witnessed the activities in paragraphs 2 and 3

Signed CHARLES I HALT, Lt, Col, USAF Deputy Base Commander

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the following personall were assigned at the joint RAF base of Bentwaters/Woodbridge during the Rendlesham forrest incidents of Dec 27th and 30th 1980  
Lt, Col, Charles I Halt now Colonel Colonel Jack Cochran left in 1984 around spring  
Colonel now Brig, Gen, Ted Conrad left in left in 1981  
Colonel Sam Morgan left in 1981  
Colonel now Brigadier General Gordon Williams left in Jan 81  
Major Malcolm Zickler left in jan 81  
Captain Kathleen McCollom left in Jan 84  
Colonel Soya left in jan 81  
Sergeant Adrian Bustinza Jan 81  
Airman 1st Class John Burrougs left in Jan 81  
Airman 1st Class Steve Wilkins left possibly in Jan 81  
Airman 1st Class Art Wallace Left in Jan 81 not his real name and he is no longer in the USAF now a civillian also on record by authors of Sky Crash A Cosmic Coverup  
Airman !st Class James Archer left in Jan 81 witnessed UFO on Dec 27th 80 not his real name is on record of the authors of the book Sky Crask A Cosmic Conspiracy by Brenda Butler Dot Street and Jenny Randles  
Airman 1st Class Steve Roberts Security police patrolman witnessed the first sighting of Dec 27th 80 not his real name is known by the authors of Sky Crash A Cosmic Coverup

Squadron Leader Donald Moreland British RAF base Commander during the UFO events  
Brigadier General Richard M Pascoe 25th Air Division left in spring of 84  
the following reports of the Rendlesham forrest incidents was was recieved from a person who was stationed at Bentwaters RAFB during the second UFO event of 30 Dec 80 this person has asked the authors of Clear Intent not to use his real name so for the record he will be refered to as Art Wallace this is his view of the events typed exactly as printed on pages (214,215,216,217) of the Book Clear Intent Art Wallace was attached to the Bentwaters Air Force Base as a Security Policeman. He had ben assigned to the base for only a short period of time when at 1:00 A.M. on the night either on or near to 30 Dec 80 Airman Wallace was on duty at the Bentwaters flight line, a jeep pulled up. Two men a sergeant and a lieutenant, told Wallace to get in because they were going over to the motor pool. On the way over. Airman Wallace and the sergeant were told to get gas powered "light-alls" (trailer mounted lights used to illuminate large areas). The lights were attached to the jeep, and the Bentwaters main gate where they met other vehicles. The convoy moved out toward the Rendlesham forrest a few miles away Airman Wallace heard radio chatter mentioning names of people he knew plus OSI most likely a referance to the Air Force Office of Investigations. Airman Wallace saw security police as well as members of the British Military stationed all along the way. They pulled onto a dirt road and drove about a mile into the Rendlesham Forrest, stopping at Airman Wallace referred to as a staging point. The men were ordered to check their weapons in since they would not be taking them along Airman Wallace went into the woods with four other men led by a captain who had met them at the Bentwaters motor pool. As they approached a clearing in the woods, they noticed a brightness in the distance and the sound of helicopters overhead. Wallace noticed an airman crying at the edge of the clearing with a medic attending him. This puzzled Airman Wallace as he couldnt imahine what might have been going on. The first thing the men noticed when they had a clear view view was the large movie cameras had been placed surrounding a field in the clearing. Many plainclothes personel were milling about watching something. The something was an object taking the appearance of a transparent aspirin tablet, hovering about one foot off the ground. Airman Wallace estimated that the object was fifty feet in diameter and had a bright, pulsating, yellow mist inside it. It did not move from its position.

Airman Wallace and some of the men approached the object to within ten feet. Two down in the field would come over to the object according to Airman Wallace, appeared to be just staring at the object, oblivious to the security men in the area. A radio call was heard over a field radio unit. A helicopter pilot said, here it comes. In the distance a red light appeared first behind a pine tree, then in front of it. The light quickly sped over to the aspirin shaped object and hovered at a position about twenty feet above it. After maintaining this position for a minute, the red light broke up. No explosion occurred in the conventional sense. The light merely broke up into a shower of particles. Suddenly, in the place of the red light and the aspirin shaped object another vehicle appeared. Airman Wallace said it was a domed disc, bright white in color, with an intricately detailed surface much like the models used in movies like "star wars" and "close encounters". It had two appendages on the lower flange of the disc which seem to be the beginning of delta wings but not quite. Shadows were cast on the surface of the disc by some of the raised relief detail. Airman Wallace and the men with him walked around the object and noticed some interesting effects. Their own shadows were cast onto the object, probably by the bright "light balls" in the field. Not only did their shadows bend upwards at the head but as they walked and stopped, the shadows would appear to advance one pace more than stop. Stunned and disbelieving of this effect, Airman Wallace and the others walked and stopped several times, each time noticing the effect repeat itself. Additionally, the third time that they tried this a light came over the head of a shadow and moved from one head to another. Under hypnosis Wallace found his memory extending beyond the point where one 'TV video light' danced on the side of the UFO. He now saw aliens. Wallace describes them clearly. There were three and their height was about three or three and a half feet. Their heads were large and out of proportion to their bodies. Their eyes were like inverted cat's eyes, and the ear, nose and mouth were all just slits. Two wore all over silver suits like an overall - the other, who seemed to be the leader, wore a similar suit but blackish. He also had what looked like a long stick by his side. It was apparently clinging to the suit, but their did not appear to be any belt or fastening. The three aliens floated from the underside of the craft and onto the ground. Still in a floating motion the one in black moved towards Gordon Williams, who Wallace insists was close to the craft. He heard no words exchanged, but saw what might have been sign language. Whilst this was happening there seemed to be a disturbance over the far side of the craft. It was out of view and so Wallace could not see what was occurring, but he could tell from the reaction of the men that something. And the aliens appeared to react too. Their eyes were normally very small but at this point they responded by enlarging them. They swelled up into big circles and then returned to normal. After a few moments the contact with Williams proceeded. Wallace was aware that the aliens had damaged their craft and that assistance was being offered in its repair. But he was simply mesmerized watching the conversation. Then one of the other two aliens began to float over in the direction of the group of men of which Wallace was one. Oh my god he's coming over to us Wallace recalls shouting. And then even the hypnosis could produce nothing beyond blackness, until the reawakening in the barracks. The debriefing occurred that day following the night UFO encounter. Wallace was picked up on base by a black car with dark glass. He could not see where he was going, he felt as if he were dragged because they made him get in and he did not want to. He felt very strange. The two men wore dark suits and looked oriental. Neither spoke when he demanded to know where they were taking him. But he felt a voice in his head say, 'Don't be afraid. After getting out of the car at an unknown location in the dark, Wallace was led down several flights of steel stairs. He was now in a large room which housed the UFO, identical to the one he had seen in the forest the day before. But he was hastily led away from here into another room where several other men he recognized from the encounter were present. Everywhere around him was spotless and clean, like a hospital. An officer then spoke verbally and told him not to worry as all would be explained. But he then feels he lost consciousness again as his next memory is of waking up and being given breakfast. After the food he was taken to a room where there were rows of chairs and a small platform with a big screen on it. Seven men including himself, were sat there. All had been out in the forest that night. An officer, whom Wallace did not recognize, then onto the platform and explained that they were about to see some film and be informed as to why they were there.

The film was a collection of movie clips apparently taken from aircraft. They showed UFOs in pursuit of military planes and spanned many years, beginning with Second World War footage. One scene was of a craft in a huge hangar somewhere. After the show the lights came on and nothing was said. Wallace felt very calm and relaxed and again as if he were drugged. But through a glow shining at the back of the screen he saw a small figure. It was only in silhouette, masked by the material, but it was evidently an alien! The alien proceeded to explain who it was, where it came from and why it was on earth. This it did straight into Art Wallace's mind no words were spoken. Wallace could not recall the name or origin of the alien, ever under hypnosis. But he could remember the reason supposedly offered for its visit. The aliens were here to educate mankind. But only certain people had been selected to receive this knowledge. The seven men in the room were some who had been chosen. Others had been chosen before and there were a number of aliens doing similar things elsewhere. They had been on earth for a very long time, watching over and guiding the human race. Great changes were due soon. Some had happened already. Others were to come and Wallace and the others intended for intended for the purpose, would have a big part to play in these. More information would be given when these changes came closer. But they should have no no fear, because the aliens were going to watch over their their proteges now this version has a high degree of strangeness in the explanation of why the aliens had allegedly made contact with Wallace I believe this view should be taken with a grain of salt or several grains of salt I believe it highly possible for some contact in the future between humans and some alien intelligent life forms but the way that might occur is another area for discussion the Wallace version is not acceptable in my view of reality I don't think such a meeting could possibly take place under those circumstances perhaps in some distant time we may meet alien intelligent life forms but we need more time to develop our world space exploration programs perhaps more world cooperation in space will lead to more advances in space exploration but until then we can be satisfied for the present that there are possible intelligent life forms out there we only have to get there and I believe with our shuttle program we are in the right direction this space program gets several countries involved in various projects that benefit everyone involved this is a very good step in achieving long term space research goals that will eventually lead to some possible future contact with alien life forms either below or at our level or much higher in intelligence than the human occupants of the water planet earth as far as the UFO phenomena is concerned there many interesting theories as to why alien life forms as some of the close encounter cases that are well researched seem to point to some interest in our planetary biology and the varied life forms that inhabit our planet including but not exclusively humans I think that if a scientist does research on a lower form of intelligent life his standard rule might be not to alter the conditions of that given species in the process of doing his biological research so that true scientific studies can be conducted on that particular biological life form this does not seem to be the case in the UFO contact cases the aliens are only partly successful in their endeavor to allegedly conduct their human study the more documented case histories indicate the persons allegedly abducted are able to remember their abduction with the assistance of specialized hypnosis regression thus their presence has become known to persons in addition to the alleged person abducted by the aliens this conflicts with our own ideas of and experience of what happens when superior intelligence contacts lower forms of life the results are usually very unfortunate the lower form of life usually loses his identity his culture something like when the predator prey scenario when the predator is virtually eliminated with his natural enemy gone his balance of population overproduces the unplanned introduction of pest control methods can lead to a unbalance in nature so the natural means that exist do work as with humans if we made an uncontrolled contact with a vastly superior intelligent life form many thousands of years in advance of our selves the consequences might destroy our civilization and culture and result in the destroying of any human nationalities that we have today so planned contact with humans is possible but limited contact at best is the best approach at the present



MINISTRY OF DEFENCE  
MAIN BUILDING WHITEHALL LONDON SW1A 2HB  
Telephone 01-218 2394 (Direct Dialling)  
01-218 9000 (Switchboard)

7 H  
file  
12/2/1

PARLIAMENTARY UNDER-SECRETARY OF STATE  
FOR THE ARMED FORCES

D/US of S(AF)DGT/6210

19 June 1985

Dear Peter,

You wrote to Michael Heseltine on 1 May 1985 about the sighting of an unidentified flying object near RAF Woodbridge in December 1980. Michael has asked me to reply as UFO questions fall within my responsibilities.

I do understand your concern and I am grateful to you for having taken the trouble to write. I do not believe, however, that there are any grounds for changing our view, formed at the time, that the events to which you refer were of no defence significance.

You may recall the House of Lords debate on UFOs in 1979 (Hansard, 19 January 1979). I attach an extract of what I said on that occasion. Whilst I respect the views of those who differ from me on this matter I am bound to say that nothing I have seen since then has led me to change the views I myself expressed.

Yours,  
David

Lord Trefgarne

Admiral of the Fleet the Rt Hon Lord Hill-Norton GCB

44

EIS

Reference.....

12/4 copy to: 12/2/14

M5

APS/US of S(AF)  
through Sec(AS)2 [REDACTED]

1. US of S(AF) will recall recent correspondence on this matter with Lord Hill-Norton and Rt Hon Merlyn Rees MP. In both cases he took the line that we have nothing to add to what had already been said on the Woodbridge incident. Indeed, this was the line taken in previous correspondence with David Alton (See M3). The enclosed draft reply to Mr Alton once more follows this approach.
2. Mr Alton specifically requested a copy of the MOD official reply to [REDACTED] last letter. This is enclosed, together with an earlier letter to which it refers. There is no objection to passing this correspondence to Mr Alton.
3. You may wish to note that Mr Alton has apparently passed on both letters sent by Lord Trefgarne on 19 March 85, even though one of these was intended to be for his information only.

12 June 1985

[REDACTED]  
Sec(AS)2  
MB 8245

45

DRAFT

D/US of S(AF)/DGT 5173

June 1985.

Thank you for your letter of 16 May to Michael Heseltine enclosing one from [REDACTED]. You asked to see a copy of the Department's reply to [REDACTED] letter of 25 February 1985 and this is enclosed, together with earlier correspondence to which it refers.

As I pointed out in my letter of 19 March, the MOD concerns itself only with the defence implications of reported UFO sightings. In this context, the report submitted by Col Halt in January 1981 was examined by those in the Department responsible for such matters and, as I have made clear in the past, it was considered to have no defence significance. We have since seen nothing to alter this view and there is nothing I can usefully add to the comments made in Sec(AS)'s letter or [REDACTED].

Lord Trefgarne

David Alton Esq MP

Job No 2-24

46





HOUSE OF COMMONS  
LONDON SW1A 0AA

16th May 1985

Dear Michael,

I enclose a letter I have received from [redacted] following on from enquiries I first raised with your Department in March.

I read [redacted] letter with great interest and it seems to me that the points he raises are quite reasonable and merit a reply. I should be most grateful if you could let me have your comments and if you could let me see a copy of the reply to [redacted] own letter to your Department dated 25th February 1985.

Yours sincerely,

David Alton.

David Alton, MP.

The Rt. Hon. Michael Heseltine, MP.  
Secretary of State  
Ministry of Defence  
Main Building  
Whitehall  
London SW1 2HB

47

14th May, 1985

David Alton, Esq., MP,  
House of Commons,  
Westminster,  
London SW1

Dear Mr. Alton,

[REDACTED] has kept me informed about her correspondence with you on the unusual incidents which were reported to the Ministry of Defence by USAF authorities at RAF Woodbridge in January 1981. I have also seen Lord Trefgarne's letters to you of 19th March.

[REDACTED] decided to write further to you about this puzzling and disquieting case, and she referred to me her enclosed letter of 31st March, which is addressed to you, in the hope that I might be able to add useful comments. Much to my regret I have had to spend much time out of London on other business in recent weeks and it is only now that I am able, very belatedly, to send on [REDACTED] letter to you.

My own background, in brief, is that I served in the Ministry of Defence from 1949 to 1977, leaving in the grade of Under Secretary of State. From 1969 to late in 1972 I headed a Division in the central staffs of the MOD which had responsibilities for supporting RAF operations. This brought me into touch with a proportion of the many reports which the Department receives about unidentified traces in British airspace.

I believe that [REDACTED] is right to remain very dissatisfied with the official line which the MOD has adopted on the Rendlesham Forest incidents of December 1980. I have myself said so on a number of public occasions, and I have pursued the matter in correspondence with the MOD - wholly without success.

At the risk of burdening you with an excessive amount of paper, I attach the most recent of my letters to the Ministry of Defence. You will see that this is dated 25th February 1985. I have so far received no answer, despite reminders. On a previous occasion it took the Department three and a half months to send me a wholly perfunctory reply.

[REDACTED] claims much collateral evidence for her own views; on this I am not competent to comment. My own position is, quite simply, that an extraordinary report was made to the Ministry of Defence by the Deputy Base Commander at RAF Woodbridge early in 1981; that the very existence of this report was denied by the MOD until persistent researchers in the US secured its release under the American Freedom of Information Act in 1983; and that the MOD's responses to questions since that time have been thoroughly unsatisfactory.

I cannot accept Lord Trefgarne's view that there is no Defence interest in this case. Unless Lt.Col. Halt was out of his mind, there is clear evidence in his report that British airspace and territory were intruded upon by an unidentified vehicle on two occasions in late December 1980 and that no authority was able to prevent this. If, on the other hand, Halt's report cannot be believed, there is equally clear evidence of a serious misjudgement of events by USAF personnel at an important base in British territory. Either way, the

case can hardly be without Defence significance.

The dates in question are now rather remote, but I doubt that this should be taken to excuse the very perfunctory manner in which Lord Trefgarne has dealt with your letter. I hope that you may feel able to pursue the matter further, either in correspondence or in a PQ. The essence of the questions to be pressed seems to me to lie in my preceding paragraph. Seen in these terms, [REDACTED] article in the GUARDIAN (which Lord Trefgarne rather surprisingly falls back upon) is wholly irrelevant. If the USAF really are capable of hallucinations induced by a lighthouse which must surely be very familiar to them, then I shudder for that powerful finger which lies upon so many triggers...

My own letter to the MOD (enclosed) raises other more detailed questions. But I do not suggest that you should necessarily concern yourself with them, anyway at this stage. It would be nice if the MOD would answer letters, of course ! But the essence of the Defence interest which I suggest a responsible Member of Parliament might reasonably raise lies in the argument I have tried to present above.

If I can be of any assistance in discussion with you, I am at your disposal.

Yours sincerely,

[REDACTED]

31 March 1985

Dear Mr Alton,

Thank you for your enclosures (undated) which reached me on 30th inst.  
May I comment on the reply of Lord Trefgarne to yourself.

His letter is virtually a word-for-word repeat of the standard MoD line (it must save money to keep churning them out of the word processor!) However, he does add a couple of points not previously noted. These are the specific references to not covering up "any incident or mishap" and not "in any way to obscure the truth". That said, and it presumably being true, I would have thought that it was of interest to know from the MoD why they only have the memo from Col Halt (and note he is referred to in Trefgarne's letter as Colonel Halt, his rank now, although on the memo he is Lt.Col.).

Bear in mind that this incident (whatever it was) occurred on BRITISH soil (not base land) and just outside the perimeter fence of an RAF owned base. Consequently British citizens have a right to expect to have been kept informed of matters, especially as then British commander (Squadron Leader Donald Moreland) was specifically on base for that purpose.

YET - according to the MoD stance - we are lead to believe the following data was at no time made available...VIZ

(i) The tape recording made by Halt, the base security chief and several other senior officers, which describes in detail the taking of soil samples, tree samples, photographs, radiation readings, infra-red readings etc AT THE SITE ON BRITISH SOIL. Subsequently (as the tape records) a "UFO" reappeared. This tape is in our hands and Moreland personally told me in January 1984 (several months before we got it from the US commander in America) that he was aware of its existence.

How come the MoD have no copy? How come the activities recorded on it took place on British soil without MoD knowledge? How come Moreland never advised the MoD of this vital evidence?

(ii) The photographs and samples recorded on the tape (which is officially accepted as genuine by the US) are, again, crucial evidence. Under a recent Freedom of Information (US) request they have been admitted and are likely to be made available in the USA very shortly. Again, I think we are entitled to ask why the MoD appear not only to be unaware of these but have no copies or copies of the analysis results which must accompany them. Again Moreland was aware that these samples and photographs were taken

[, as the MoD contend, the events do not bear any relationship to a secret test or experiment (and if they do they have lied both to you, as an MP, and to me) then that is an admission that they involve an Unidentified Object (which is all I contend the UFO to be). Indeed in the letter to me of 13 April 1983 DS 8 do say that the lights are unidentified and have "no explanation".

It seems to me that there are questions here concerning the inter-relation between the US Air Force on British soil and our country IF, as contended, several senior officers from a USAF base can be involved in protracted work outside the base and on British land without such facts being known by the MoD or the results of their work being made available.

It is an interesting question as to who legally owns the samples of allegedly

irradiated soil and tree bark taken from BRITISH land (owned by the Forestry Commission in fact): I doubt very much that the USAF have carte blanche approval to do what they like on our shores. And if they do I for one am very concerned about it!

Finally, you will note that the official response makes no reference to the lighthouse, normal background radiation theories propounded by Ian Ridpath in the Guardian (on the strength of almost no evidence). Yet the Trefgarne letter to you does try to convince you this is the answer,

Neither the MoD nor the USAF will accept the lighthouse theory officially because they are as well aware as I am that it is easily refutable by the facts. Ian Ridpath actually stated on television (in a debate with myself) (5 March 1985) that he regarded his investigation as more objective. His investigation, as he admitted, has consisted of interviewing not a single one of the 17 eye-witnesses from the USAF now traced as being present during the events. Instead it consisted of speaking to one forestry worker who found some holes in the ground one month after the sightings and has presumed they might have been connected! I have spoken to that worker also, on the site itself, and he is less than convinced of his theory himself.

None of this takes into account the various BRITISH CIVILIAN eye-witnesses who saw the events, some in positions where it is literally impossible to see the lighthouse, others looking in the opposite direction from it, and one who had the decidedly curious experience of the "lighthouse" flying right over the top of his house!

I am trying to force no explanation onto anybody. But frankly the lighthouse idea is utterly ridiculous and the MoD must know that.

Besides which - what does it do to the USAF/RAF/MoD inter-relationship if all these senior officers (base commander, deputy commander, chief security officer, on-duty night command officer and control tower chief amongst them!) do not know what a lighthouse looks like, which has stood five miles from one of our bases for decades and still stands today?

It seems to me this proffers defence implications should these men (or men like them) ever be put into a situation where they have to defend this land!

In connection with which comes the question of the radiation. Ridpath insists this was ordinary background stuff. The forest was not irradiated, The "peak" readings in the alleged ground traces (samples taken) are quoted as seven-tenths on the point five scale. And I am reliably informed these are significant.

But again - assuming they are not - are we to take it that none of these senior USAF officers have received any training in radiation monitoring? If so - are YOU satisfied to leave them in charge of cruise missiles and nuclear weapons on our shores?

I know that I am not happy, and I am convinced that such factors pose even more serious defence implications than if a genuine bona-fide UFO was involved. The MoD have steadfastly refused to make any comment on these matters. Perhaps you, Er Alton, can get them to do so?

I pass this letter to Ralph Noyes for forwarding to you, with a letter I trust he will write you. Ralph, as former head of the DS 8 section handling UFO enquiries, knows the situation better than I . . . , supports our call for more information on this affair, and will I hope open your eyes to the truth about what is being obscured here.

Please do not be put off. There are important civil liberties issues at stake.



Telephone 01-218 2394 (Direct Dialling)

01-218 9000 (Switchboard)

file 12/4  
copy to 12/2/d

PARLIAMENTARY UNDER-SECRETARY OF STATE  
FOR THE ARMED FORCES

D/US of S(AF)DGT 4884

11 June 1985

Dear Mr Rees,

Thank you for your letter of 14 May which enclosed a further letter from [redacted]

I am afraid I have little to add to what I said in my letter of 20 February 1985 in reply to your original enquiry on this matter. We remain satisfied that the events reported by Colonel Halt on 13 January 1981 are of no defence significance. The report was, like all other UFO reports, examined at the time by those in the Department responsible for the air defence of the UK and we have since seen nothing to alter our views.

Turning to [redacted] request for copies of all UFO reports we have received since 1980, I am afraid that the Department could not justify the effort involved in acceding to this request. However, [redacted] will already know that we are prepared to release reports of specific incidents to interested parties and, if he has any particular reports in mind, [redacted] can obtain copies of these from Sec(AS)2 in my Department, whose address is room 8249 Ministry of Defence, Main Building, Whitehall SW1A 2HB.

Yours sincerely,

Trefgarne

Lord Trefgarne

Rt Hon Merlyn Rees MP

D/O Air Del 13/6/3-909

From: GE3

To: Sec (AS) 2a

Subject: UFO FIGHTING 27 Dec 80

file  
12/2/1  
811

1- We discussed and I agreed to forward copies of relevant correspondence

2- Regrettably, the tasking letter from Mos referred to an incident on 29 Dec 80, therefore the replies from Nextidead and Eastern ladies are probably worthless. Unit radar recordings are not held for 4 years consequently we are back where we started!

31<sup>5</sup>.

( )  
12

G T KEITH  
Wg Cdr  
GE3  
MB 4209 6528 MB



RESTRICTED  
Royal Air Force  
Neatishead Norwich Norfolk NR12 8YB  
Telephone NORWICH 737361 ext 7-413

36

Please reply to the Officer Commanding  
Your reference

MOD (Ops(GE)2b(RAF))

Our reference NEAT/12/1/AIR

Date 3 Feb 81

UNEXPLAINED LIGHTS

Reference:

A. D/DD Ops (GE)/10/8 Dated 26 Jan 81. - E26

1. At Reference A you asked us to provide a statement of radar observations, or lack of them, regarding a reported sighting of airborne phenoma on the evening of 29 Dec 80.

2. I regret that, in accordance with local procedures, our radar camera recorder was switched off on cessation of normal flying activities at 1527Z on 29 Dec 80. An examination of executive logs revealed no entry in respect of unusual radar returns or other unusual occurrences.

S D SHARPE  
Sqn Ldr  
for OC

MINISTRY OF DEFENCE  
- 9 FEB 1981  
HQ OPS (GE) RAF

RESTRICTED



02/3/Air

Eastern Radar  
RAF Watton

Watton 881691 ext 200

MOD(Air)  
Ops (GE) 2b (RAF)

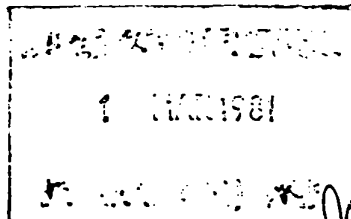
26 Feb 81

UNEXPLAINED LIGHTS - RAF BENTWATERS

References:

- A. Telecon Sqn Ldr Coumbe/Sqn Ldr Badcock 23 Feb 81.  
B. D/DD Ops (GE)/10/8 dated 26 Jan 81.

1. At Reference A we confirmed that the film of the reported sighting in Reference B was at fault. We have now developed the film on the days prior to and after the reported phenomena - regrettably both films were also faulty.
2. On the night of the reported sighting our controller on duty was requested to view the radar; nothing was observed. The facts are recorded in our log book of that night



*E26*

D J COUMBE  
Sqn Ldr  
for OC

*DB* 12/3

RESTRICTED

7274

F-16E  
26

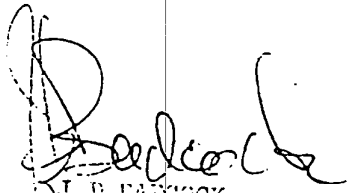
RAF Neatishead  
Eastern Radar  
RAF Watton

D/DO Ops(GE)/10/8

26 January 1981

UNEXPLAINED LIGHTS

1. The Deputy Base Commander of RAF Bentwaters has reported sightings of airborne phenomena on the evening of 29 Dec 80 in the Roudlesham forest area near Woodbridge. We would appreciate a statement of radar observations, or lack of them, in the area and at the time concerned.

  
J. B. HARRIS  
Squadron Leader  
Ops(GE)24(RAF)

RESTRICTED



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone 01-218

(Direct Dialling)

01-218 9000

(Switchboard)



Your reference

Our reference

D/Sec(AS)12/3 ✓

Date

15 May 1985



Thank you for your letter of 25 February 1985, addressed to Brian Webster who, as I believe you now know, has left this division (now Sec(AS)). I am sorry that I have not been able to reply before now. Thank you also for sight of the extracts from your proposed book.

In his letter of 20 March 1984, Brian Webster explained the MOD's position regarding Colonel Halt's reports on events near RAF Woodbridge in 1930, and I have little to add to the views Brian expressed. I know from your letter that you are well aware of the limited extent of the MOD's interest in the subject. Nonetheless, there are, perhaps, one or two points which I should make. Firstly, whilst I cannot, of course, comment on the proportion of UFO sightings which are not reported, I can assure you that those which are reported to local police forces and to the Civil Aviation Authority should all be passed on to this division of the MOD. We treat all these reports seriously in case they show anything of defence interest. However, we have never found any reason to believe that, in the defence context, such reports warrant more detailed research. Equally, since our interest extends only as far as defence of the UK, there has never been any formal liaison with other Governments.

Turning to your specific questions about the Woodbridge incident, I can assure you that no unidentified object was seen on any radar recordings during the period in question, and that the MOD has no knowledge of the tape-recording or cine film you mention. As we have said in the past, the report sent by Colonel Halt was examined by those in the Department responsible for the air defence of the UK and since then there has been nothing to alter the view that there was no defence significance to the incident.

Yours sincerely

Ministry Of Defence  
Whitehall London SW1A 2HB

November 12.1984

Dear Sir:

I am an american investigator of the u.f.o. phenomena. The involvement of my wife and myself with the phenomena is well documented in two books published in the U.S. The books are (The Andreasson Affair) and (The Andreasson-Affair Phase Two) published by Prentice Hall Publishing of New Jersey. Because of our experiance with the u.f.o. craft and occupants we seek the truth with regard to the whole phenomena in it's entirety.

It is for this reason I write you. I am aware of the report our Air Force OSI completed and sent to your agency concerning the landing of a "craft of unknown origin crewed by several entities near RAF Bentwaters on the night of December 29/30 1980". I would appreciate any information you could send me regarding this incident, especially what is refered to as Flag A and on original reports Flags B-C which states the landing is not considered a defence issue in view of the overt peaceful nature of the contact. The report further states this is part of a series of landings to SAC bases in the U.S.A. and Europe. Any help you can provide concerning this situation would be greatly appreciated.

Thank You



**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

12/2/1

REPORT OF SIGHTING -  
BRIDLESHAM FOREST  
DECEMBER 1981

[Redacted]

Your reference

Our reference

D/DS 8/10/209

Date

28 November 1984

[Redacted]

I have seen the alleged report of a 'UFO' landing near RAF Bentwaters which you referred to in your letter, but I am afraid that it is a forgery. Although apparently written on official Ministry of Defence paper (I have only seen a photocopy), it is most certainly not an official document and its contents bear no relation to our policy towards reported sightings of 'Unidentified Flying Objects'. Obviously I have no idea where it came from or why it was written and can only conclude that it was intended by someone as a joke.

In fact, our interest in reported sightings of 'UFOs' is very limited. We are concerned solely with whether these reports reveal anything of defence interest, such as intruding aircraft and if we are satisfied that they do not we take our investigations no further. There is no organisation in the MOD appointed solely for the purpose of studying UFO reports and no staff are employed on the subject full time. The reports we receive are referred to the staff responsible for the air defence of the United Kingdom, who examine them as part of their normal duties.

We did receive a report by Col Charles Halt of the USAF, of some lights seen outside RAF Bentwaters in December 1980, I attach a copy, although you may well have already seen it. The Department satisfied itself at the time that the lights were of no defence significance and took matters no further. We did not attempt to identify what might have been seen, but I can assure you that there is no evidence whatsoever that anything intruded into British airspace or landed outside RAF Bentwaters.

I hope you find this helpful.

Yours Sincerely,  
A. Hattersley



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

Your reference

Our reference  
D/DS8/10/209

Date

14 September 1984

[REDACTED]

Thank you for your letter of 18 July.

I should first of all point out that the sole interest of the Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organization in the Ministry of Defence appointed solely for the purpose of studying UFOs, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identity of the object seen. The Department could not justify the expenditure of public funds on investigations which go beyond the pure defence interests.

The only information we have on the alleged "UFO sighting" at Rendlesham Forest in December 1980 is the report by Colonel Charles Halt, of the United States Air Force, of lights seen outside RAF Woodbridge. A copy of this is enclosed. We are satisfied that the events described are of no defence significance.

I am also enclosing with this copies of 2 recent Parliamentary Questions, which you may be interested in.

Yours Sincerely

[Signature]

E9

25 JUL 1984  
10/2091

[REDACTED]

18/July/84.

Dear Sir,

I am sending this letter with ref to my interest in the events surrounding the Rendlesham Forest UFO incident in Suffolk Dec/80. I am studying this case, as it is of some significance. And I would be obliged if you could send me some additional information regards this incident?  
As I was informed by a certain person that some files on the Rendlesham case had been despatched to investigators involved etc, via freedom of information act.  
hoping you are able to reply.

Yours sincerely,

[REDACTED]

[REDACTED]



RAF LIAISON OFFICE  
Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ

Telephone Woodbridge 3737 ext 2557

*file 10/201*

*No Action*  
*[Signature]*

Mr P D Watkins  
Defence Secretariat Div 8d  
Ministry of Defence  
Main Building  
Whitehall  
LONDON  
SW1A 2HB

Your reference

Our reference

BENT/6/AIR

Date

21 August 1984

*Dear Peter*

Further to my telecon of yesterday I enclose a copy of the request from 'Cable News Network' on information concerning our "UFO" incident of 1980.

At the moment I have no involvement but I would not be surprised to find the British interest revived.

*Yours*

*[Signature]*



RCV MSG # TIME RADAY  
0232 1618 233/84

ANY CASUAL TELEPHONE CONVERSATIONS CAN REVEAL CLASSIFIED INFORMATION THROUGH CARELESSNESS - IMPATIENCE - AND TRYING TO TALK AROUND.

0200ZUW RHFGAAL087 2331616-UUUU--RUDOVJA.

ZNR UUUUU

Q P 201700Z AUG 84

FM HQ USAF RAMSTEIN AB GE//PAM//

TO RUDOVJA/81TFW RAF BENTWATERS UK//PA//

INFO RUDOVFA/3AF RAF MILDENHALL UK//PA//

BT

UNCLAS

SUBJ: QUERY FROM CNM TO RE UFO SIGHTING(S)  
1 REFERENCE TELECOM BETWEEN MAJ MCCOLLISTER, HQ USAF/PAM, AND CAPT W-RZINEKI, 81TFW/PA, 20 AUG 84, SAME SUBJ.  
2 OSAF/PAM HAS RECEIVED A WRITTEN REQUEST FROM CHUCK DE CARO OF CABLE NEWS NETWORK FOR INFORMATION ABOUT AN ALLEGED UFO SIGHTING AT RAF BENTWATERS ON 27 DEC 1980. THE CNM REPORTER HAS A COPY OF A LETTER DATED 13 JAN 81 FROM THE THEN-DEPUTY BASE COMMANDER AT RAF BENTWATERS WHICH REPORTS ON THE INCIDENT. THE 13 JAN 81 LETTER WAS ADDRESSED TO 3AF/CC. OSAF/PAM HAS ASKED US TO HELP THEM RESPOND TO SOME 20 QUESTIONS POSED BY CNM. WE NEED YOUR ASSISTANCE IN FLESHING OUT THE RESPONSES. WOULD APPRECIATE 81TFW/PA, THROUGH 3AF/PA, PROVIDE US THE BEST RESPONSES POSSIBLE TO THE FOLLOWING QUESTIONS. WE WOULD APPRECIATE THE ANSWERS BY 23 AUG 84, OR SOONER IF POSSIBLE. THE QUESTIONS ARE:

PAGE 2 RHFGAAL087 UNCLAS

- Q-1: EXACTLY HOW MANY UNEXPLAINED LIGHTS/SIGHTINGS OCCURRED?
- Q-2: OVER THE COURSE OF HOW MANY DAYS DID INCIDENTS OCCUR?
- Q-3: DID USAF SECURITY POLICE CORDON OFF THE AREA SPECIFIED IN LT COL HALT'S REPORT?
- Q-4: WHAT UNITS WERE INVOLVED IN THE SIGHTINGS? WERE AAVS UNITS THERE?
- Q-5: WAS THERE A HELPING HAND, COVERED WAGON, FADED GIANT OR BROKEN ARROW REPORTED OR REPORT GENERATED BY THE INCIDENT?
- Q-6: DID GEN. GORDON WILLIAMS WITNESS THE INCIDENT? IF SO, WHY DID HALT WRITE A REPORT?
- Q-7: WILL GENERAL WILLIAMS WRITE AN OFFICIAL STATEMENT ABOUT HIS INVOLVEMENT WITH THE INCIDENT FOR CNM?
- Q-8: HOW MANY USAF PERSONNEL WITNESSED THE SIGHTINGS?
- Q-9: DID SECURITY POLICE MAJOR ZEIGLER WITNESS THE INCIDENT?
- Q-10: DID SGT. JOHN BURROUGHS WITNESS THE INCIDENT?
- Q-11: WAS THERE A LIEUTENANT ENGLAND IN THE SECURITY POLICE UNIT AT RAF BENTWATERS AT THE TIME AND DID HE WITNESS THE INCIDENT?
- Q-12: WHAT ARE THE CURRENT UNITS AND DUTY STATIONS OF GENERAL WILLIAMS, COLONEL HALT, SGT BURROUGHS, MAJ BIRMAN AND LT ENGLAND?
- Q-13: WERE THERE USAF DISASTER PREPAREDNESS, EOD OR NUCLEAR

PAGE 3 RHFGAAL087 UNCLAS

- WEAPONS MANAGEMENT TEAMS DISPATCHED TO THE SIGHT OF THE INCIDENT?
- ARE THERE COPIES OF THEIR REPORTS IN USAF FILES? IF SO, WHICH UNITS HAVE THE FILES?
- Q-14: WHAT UNIT OR WHAT PERSONNEL TOOK THE RADIOACTIVITY READINGS REFERRED TO IN LT COL HALT'S REPORT? WHAT UNIT OR PERSONNEL

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ESTABLISHED THE GEOMETRY OF THE INDENTATIONS ON THE GROUND? WHERE  
ARE THEIR OFFICIAL MEASUREMENTS AND REPORTS?  
Q-15: WERE THERE ANY NON-NATO PERSONNEL INTERVIEWED OR SEEN AT  
THE SITE OF THE INCIDENT? COULD THESE PERSONNEL HAVE BEEN ASSOCIATED  
WITH THE UNEXPLAINED LIGHTS?  
Q-16: WERE OSI PERSONNEL DISPATCHED TO THE INCIDENT SITE? DID  
OSI INTERVIEW LT COL HOLT, SGT LARRY WARREN, AIRMAN STEVEN CA PLUNE,  
GENERAL WILLIAMS, MAJOR ZEIGLER, LIEUTENANT ENGLAND OR SGT BURROUGHS?  
Q-17: WILL THE USAF PROVIDE A LIST OF USAF PERSONNEL WHO  
WITNESSED THE INCIDENT?  
Q-18: WHAT ARE THE REASONS THAT WILLIAMS, HOLT AND BURROUGHS  
GAVE FOR NOT GRANTING OFFICIAL INTERVIEWS?  
Q-19: ARE THERE PHOTOGRAPHS, TAPE RECORDINGS, VIDEOTAPES,  
DRAWINGS OR DESCRIPTIONS OF ANY KIND IN USAF FILES? IF NOT, TO WHAT  
AGENCY OR AGENCIES HAVE THE FILES BEEN TRANSFERRED?

PAGE 4 RHFQAAALD07 UNCLAS

Q-20: WERE PERSONNEL FROM CIA, DIA, NSA, USAF INTEL, OR NSC  
NOTIFIED ABOUT LT COL HOLT'S SIGHTINGS? WHY? DID THE SECAF VISIT  
THE BENTWATERS IMMEDIATELY AFTER THE INCIDENT? WHY? DID ANY SECAF  
STAFF ACCOMPANY THE SECAF? WHO WERE THEY?  
3 YOUR ASSISTANCE IN THIS PROJECT IS APPRECIATED.  
BT

04087

NNNN

64



MINISTRY OF DEFENCE Rm 7230  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

file

[Redacted]

Your reference

Our reference

D/DS8/10/209-767

Date

18 July 1984

[Redacted]

Thank you for your letter of 28 June. I am afraid that there really is very little more I can say in answer to the two main questions you ask.

We received Colonel Halt's report regarding the lights seen in Renllesham Forest, near RAF Woodbridge, and the operational staff have satisfied themselves that there was nothing in the report which gave rise to any concern from a defence point of view. In these circumstances, and I apologise if this was not quite clear in my earlier letter, we make no attempt whatsoever to establish what was seen. I can therefore make no official comment on what was seen, or try to guess what it might have been, but, as I said, there is absolutely no evidence that anything had either intruded into UK airspace or landed near RAF Woodbridge.

As to your second question, no Government Department or official body, apart from the Ministry of Defence, has any interest in these reports, and the interest of the Ministry of Defence is very strictly limited, in the way I described.

Yours Sincerely,

[Signature]

UR REF:

HH/SL

UR REF:

D/DS8/10/209

28th June, 1984

For the attention of A. Mathewson Esq.

Ministry of Defence,  
Defence Secretariat 8,  
Room 7230,  
Main Building,  
Whitehall,  
LONDON SW1A 2HB

Dear Mr. Mathewson,

I thank you for your letter of the 19th instant with its enclosures.

If I might refer to the last paragraph of your said letter and refer you to Colonel Halt's report, of which I have a copy, you will obviously observe that of the three numbered paragraphs thereof, paragraphs numbered 1 and 2 relate to "a strange glowing object..... metallic in appearance and triangular in shape approximately two to three metres across the base and approximately two metres high.....hovering or on legs" - since you say that you have satisfied yourself that nothing in Colonel Halt's report was of significance from a defence point of view I assume that you are aware of and can explain to me what this object was.

You then go on to say that there is no evidence of anything having "intruded" into British air space and "landing" near R.A.F. Woodbridge and therefore am I to take this to mean that the vehicle referred to in paragraph numbered 1 of Colonel Halt's report has been identified by you and that you are satisfied that it was not an "intruder" i.e. it had the consent of H.M. Government, directly or indirectly, to be there?

I am sure you will take my point that there is a great deal more referred to in Colonel Halt's report than mere "lights" since the report clearly describes a substantive craft which obviously left marks bearing witness to its presence (see paragraph No. 2 of Colonel Halt's letter).

If I may be permitted to continue, I would like now to refer to the second paragraph of your letter to me wherein you state that your Ministry is solely concerned with matters of a "defence" interest, which I accept, and perhaps you would kindly confirm, as I understand to be the case, that whilst your Ministry's interest is solely in connection with anything that might be held to be a threat to our national security, there is another "wing" of Government or State, or a "wing" controlled by the Government, which does have an interest in those objects that fly about, which have no defence implications (i.e. are not a threat to national security) and which are not what the man in the street would regard as conventional aircraft, meteorite, satellite, ball lightning, comet or any atmospheric phenomena.

At this stage I hope you will not be offended of my enquiring as to whether you, Mr. Mathewson, replied to my letter from your own knowledge and file or whether the reply to me was passed from others to your good-self, i.e. is the reply yours or are you acting as a "go-between"?

OUR REF:

- 2 -

OUR REF:

I feel that I do owe you some explanation as to how and why I am involved in the subject of unidentified flying objects and I would mention that, if you can spare me another few more minutes, my interest in this subject commenced some six years ago, when, as a total cynique, I investigated a sighting in Wales for the purpose of giving a talk to a discussion group, of which I was then and still am a member, on the subject of U.F.O.'s.

I started out to prepare this talk "tongue in cheek" and, indeed my visit to Wales (actually Anglesey) was made in the same frame of mind but I have to say that I returned with a somewhat different point of view.

Since that time I have been involved, along with colleagues whose acquaintance I was to make, in the research of a small but significant number of sightings and I find that, although I have never seen anything myself, the more that I delve into this subject the more convinced I become that there is a craft of unknown origin, or at least of an origin unknown to the great mass of mankind, which flies about this planet motivated by a purpose at which I can only guess.

The questions that one has to ask oneself are to what extent does Government know more than the man in the street and conceal from him such knowledge and is one under a public duty to enlighten the man in the street not only as to the possibility of such concealed information but also as to its content?

The dilemma that one faces is whether or not it is in the interests of the man in the street to be aware of what is going on or whether it is in his interests not to know and clearly, the answer to this must depend on the reasons for concealment i.e. whether the same is in the public good and, as such, an exception from the normal rule that the public is entitled to know what is going on or whether concealment from the public is ~~not~~ in their interests since it is designed solely to protect, perhaps, limited sectional interests e.g. that of the oil industry against the introduction of a new plentiful and cheap means of fuel.

I subscribe to the "middle of the road" view that the public are entitled to know something of that which is going on but as yet cannot make a decision as to whether they are entitled to full disclosure since I have to concede that there may be wiser heads than mine who have genuine bone fide reasons for concealment, of which I may not be aware, but which are clearly in the public interest.

Much of what I have said may well be meaningless to you and I suspect it will be if you are merely replying to me from information which is passed on to you from elsewhere, and from a source to which you yourself do not have access.

However, I feel as a matter of courtesy that I owe you some explanation of my involvement in the topic of U.F.O.'s which I suspect is a relative term since what may be totally unidentifiable to one person may be partially identifiable or recognisable to another.

Finally, having outlined in short general terms my philosophy and thinking on the subject, I would be grateful to receive your specific reply

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[REDACTED]  
OUR REF:

OUR REF:

- 3 -

to the points I have raised relating to Colonel Halt's report and that Department of State which does concern itself with those craft when the same are considered not to be a Defence issue.

Thanking you in anticipation.

Kind regards.

Yours sincerely,  
[REDACTED]



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

Your reference

Our reference

D/DS8/10/209-110

Date

13 July 1984

[REDACTED]

Thank you for your letter of 4 July. I am sorry that you appear to have found my last letter, of 22 June, disappointing. However, I have nothing to add to my explanation of the Ministry of Defence's interest in so called UFO reports and I suggest that there is little point in continuing this correspondence.

Yours Sincerely,  
Matteson

DATE. 4th July 1984 W/L4/MD.

To/A. Mathewson

DEAR MR. MATHEWSON,

I yet again find myself writing to you, somewhat disappointed this time. I received your last letter only to find my question unanswered and your reply was inadequate. (Totally)

① RENDELSHAM FOREST INCIDENT. After reading Col HALTS report - How did the MOD satisfy themselves that there was no defence implications please explain the conclusion and how it was reached.

② MOD RELEASE FILES. Why do you NOT keep to your policy as in section 3 of your letter to me dated 6th June 1984. Send me one report file such as the one you released to ufologist IAN MRZYGLAD AND Author/ufologist JENNY RANGLES. If you find yourself unable to release the file I would like an explanation.

In your reply I would be grateful if it contained more than nine lines of TOTAL Jargon and repeats of what you have stated in previous letters. I look forward to an half decent answer - many thanks.

Yours sincerely

[Redacted signature]

[Redacted signature]





MINISTRY OF DEFENCE DS8, Room 7230  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

F.

[Redacted]

Your reference

Our reference  
D/DS8/10/209-748

Date  
22 June 1984

[Redacted]

I am sorry that I forgot to enclose the copy of Col Halts report with my previous letter. I am therefore including it with this. As to the remainder of your letter, we received no report of an "unidentified flying object" near Cwmbran 14 September 1982, and as I have said before we do not have the resources to search through our files for any reports we may have received from the Wigan area for a particular year. The reports we receive have so far proved to be of no interest from a defence point of view, so this would in any event fall well out of our defence responsibilities.

Yours sincerely,  
A. Halton

END:

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ur reference. [REDACTED]

ur reference D/D58/10/209.

Dear Mr Mathewson,

Thank you for your reply to my last letter to your department  
your reply to me you wrote, find enclosed a copy of Colonel Holt's report, apparently  
further inspection of your reply NO report was to be found in the envelope.  
Could you amend this by sending the copy to us as stated - many thanks.  
Section 3 of your letter you stated, and I quote, 'We will release the details of particular  
specified reports on request'. Then to your policy I would like to ask on behalf of our Investigator  
- the MOD file investigation of the September 14<sup>th</sup> 1982 sighting at CWMBRAN, your department  
reported has to covering this case by a well known UFO Association, we would be well  
served if you could help us in anyway with this case. Here at WAPIT, we do now understand that  
your department do not ATTEMPT to identify UFO's/ARIEL phenomena unless it causes concern from  
a REFERENCE point of view. Back to section 3 again, you do keep the details/files of cases reported  
to you, this being the thing that interests me - if this is so - then why is this information NOT  
passed over to serious investigation teams! For example, I myself on behalf of WAPIT requested  
information files on certain cases such as the RENDELSHAM Forest Incident - the complete  
- and all we receive is NOTHING! - Then may I ask why you have a policy to CONSIDER release  
of specified reports, when you don't for some reason wish to keep to this policy? OR  
deliberately sway away from the GENUINE requests made? May I make it clear in NO WAY are  
saying this is a deliberate sway from the so-called MOD Policy. Once more I must point out  
your department do NOT investigate UFO's - so how do you know the sightings will NOT be  
investigated unless files are made open to ufologists - so that they can get on with their job  
investigation and evaluation of the phenomena observed. That is why we MUST have  
operation through all our network channels, for the ufologist to continue with a case  
must obtain as much information as possible to do his job of evaluation well. (I hope you  
agree with me on this point?)

May I enquire what Reports you received in 1983 for the Wigan AREA a percentage number out of the 390 you received...

May I now take time to thank you sincerely (I feel sure it is due) for the co-operation, time and consideration you have given me so far. We are Investigators of a Phenomena which at present remains Unidentified and we try very hard to keep our Investigation of the subject OBJECTIVE and detailed (which I am sure you will appreciate). Once again I thank you and the department, and I look forward to your speedy reply...

Yours sincerely





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Main Building Whitehall London SW1A 2HB

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FORM 7230

File

[REDACTED]

Your reference

Our reference  
D/DS8/10/209-122

Date

19

June 1984

[REDACTED]

Thank you for your letter of 4 June; I am sorry that we did not reply when you first wrote in March.

The letter you enclosed with yours is very interesting, but I have to say that it is a forgery. Although apparently written on Ministry of Defence headed paper it is most certainly not an official document and, as I shall explain, its contents bear no relation to our policy towards reported sightings of "Unidentified Flying Objects". Obviously I have no idea where it came from or why it was written, and I can only conclude that it is intended as a joke.

In fact, the Ministry of Defence's interest in reported sightings of UFOs is very limited. We are concerned solely with whether these reports reveal anything of defence interest, such as intruding aircraft, and if we are satisfied that there are none we take our investigations no further. There is no organization in the MOD appointed solely for the purpose of studying UFO reports, and no staff are employed on the subject full time. The reports we receive are referred to the staff responsible for the air defence of the United Kingdom, who examine them as part of their normal duties.

We did receive a report from Col Charles Malt of the USAF of lights which had been seen outside RAF Woodbridge. This was confirmed by John Stanley, Minister of State for the Armed Forces in answer to a written Parliamentary Question from Sir Patrick Wall MP on 24 October last year. A copy of this is attached for your information. The Department satisfied itself at the time that nothing in the report was of significance from a defence point of view. What the explanation for the lights is I do not know. However, I can assure you that there is absolutely no evidence of anything having intruded into British airspace and 'landing' near RAF Woodbridge.

Yours Sincerely,  
[Signature]

74

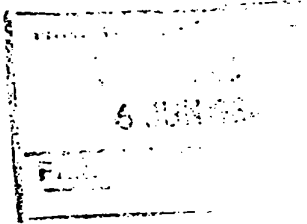
OUR REF:

YOUR REF:

RECORDED DELIVERY

4th June, 1984

B.M. Webster Esq.,  
Head of D.S.8.,  
Ministry of Defence,  
Main Building,  
Whitehall,  
London SW1.



Dear Mr. Webster,

re: U.F.O. Sighting in Wendlesham Forest of December 1980.

I enclose a copy of a letter which was sent to me in January of this year, together with a copy of the front of the envelope containing the same, and would be grateful to receive your observations thereon.

Thanking you in anticipation.

Kind regards.

Yours sincerely,





MINISTRY OF DEFENCE

Main Building, Whitehall, London SW1A 2HB

Telephone (Direct Dialling) 01-218 [REDACTED]

(Switchboard) 01-218 9000

Dear [REDACTED],

As you know, OSI has completed a report on the landing of a craft of unknown origin crewed by several entities near RAF Bentwaters on the night of December 29/30 1980.

Interestingly, OSI reports that the entities were approximately 1½ metres tall, wore what appeared to be nylon-coated pressure suits, but no helmets. Conditions on the night were misty, giving the appearance that the entities were hovering above ground level.

Tape recordings were made on which the entities are heard to speak in an electronically synthesized version of English, with a strong American accent. Similar transmissions intercepted irregularly by NSA since 1975. (See attached - Flag A)

According to OSI, entities had claw-like hands with three digits and an opposable thumb.

Despite original reports (Flags B - G), OSI said the craft was not damaged but landed deliberately as part of a series of visits to SAC bases in USA and Europe. Reports that craft was repaired by US servicemen or was taken on to the base are not confirmed by OSI.

Landing is not considered a defence issue in view of the overt peaceful nature of the contact, but investigations by DS8 are to be continued on [REDACTED] authority. Precautionary plan for counter-information at a local level involving [REDACTED] and a [REDACTED], is strongly recommended.

Sincerely

[REDACTED]



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
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Room 7250

File

15

[Redacted]

Your reference

Our reference  
D/DS8/10/209-730

Date

19 June 1984

[Redacted]

As I have explained previously, the MOD's only interest in so called "UFO sightings" is to establish whether they reveal anything of defence interest. Once we are satisfied that they do not, we do not consider them further. In the case of the lights seen outside RAF Woodbridge, we were satisfied that there were no defence implications. If you followed the press articles on the Woodbridge incident you will have seen the results of a good deal of investigative journalism which turned up quite rational and down to earth explanations for what was seen. As I recall one favourite explanation was the light from the Orfordness lighthouse. What the truth is I do not know; as explained, we do not attempt to investigate reports to a point at which a positive explanation can be made. I can assure you, though, that there is no question of anything having intruded into British airspace and "landed" near RAF Woodbridge.

I am afraid that I cannot help you with the information you requested concerning the 8 alleged sightings in 1978. Whilst we are prepared to release individual reports if they are readily available and easily to hand we do not have the staff or resources to mount extensive searches through our records and it was never our intention to provide a research service for members of the public.

Yours Sincerely,  
L. Matthews

77



Mr A Mathewson,  
Defence Secretariat 8,  
Ministry of Defence,  
Main Building, Whitehall  
London, SW1A 2HB

Your Ref: D/DS8/10/209

Our Ref: [REDACTED]

6/June/1984

Subject: Unidentified Flying Objects

Dear Mr Mathewson,

Thank you for your letter dated 11/5/1984 in relation to my question regarding an official investigation by the MOD in response to the high level of purported sightings of UFOs in the Yorks/Lancs area.

Turning to a much more recent letter acquired by this organisation from the MOD. I would appreciate your own thoughts regarding a letter forwarded to your dept, from Col. Charles Holt, Deputy Base Commander at RAF Woodbridge. He obviously is convinced an unknown flying object was in the vicinity of the base, do you not feel that the implications behind such a statement warrant an official enquiry? I have a letter from Kathleen T McCollom, Captain, USAF, Chief, Public Affairs Division, that states, "we have no official interest in what may have happened, especially since the lights were seen off base". (17.10.83). Your letter forwarded to one of our researchers clearly proves some investigation was carried out by USAF personnel, i.e. paragraph 2.:-

"The next day, three depressions 1 1/2" deep and 7" in diameter were found were the object had been sighted on the ground. The following night (29.12.80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the centre of the triangle formed by the depressions. A nearby tree had moderate (.05-07) readings on the side of the tree towards the depressions".

I feel this is more than speculative talk, the document is ample evidence that unknown craft were operating in British Airspace. Therefore one can only reach the disturbing conclusion that the British and American Governments are aware of the nature and logic which revolves around this phenomenon.

As a member of the British public I feel the subject of UFOs should be investigated totally. 4000 CIA and American Secret establishment documents prove without a shadow of a doubt, an official interest. I think the well used phrase by the MOD



hat we are only interested in Defence implications"does not ring true. Something unknown to the base commander at Woodbridge obviously broke British Airspace, one must be perplexed at the attitude the authorities have publicly shown.

I would be interested to learn of your stance, if we aquired video footage of unknown and structured craft which clearly shows the subject image on the ground, and in this case - an UFO? It is most frustrating when we aquire actual photographs of UFOs which have been analysed by the Worlds foremost authority on computer analysis, and been classified genuine, that the British Government are taking no action.

I would now like to turn to a number of sightings which occurred between the dates of 28th May - 18th August, 1978, near the Menwith Hill (USA) listening base. We investigated no fewer than 8 reported sightings by the villagers of Darley, who I must add were very frightened. The reports were investigated by this organisation who were in constant contact with a Mr Mills, Public Relations Officer at the base. I am sure Menwith Hill forwarded a number of these sightings to MOD. The exact dates and times are as follows:

28.5.1978. 7.30pm. Multiple witnesses.  
29.5.1978. 9.15pm. 1 man.  
1.6.1978. 11.12pm. 1 man 1 female.  
3.6.1978. 11.05pm. 1 man.  
28.7.1978. 10.30pm. 5 men 5 female.  
5.8.1978. 10.40pm. Multiple witnesses.  
9.8.1978. 10.20pm. 3 girls (teenage).  
18.8.1978. 12.30pm. 5 men 5 female.

I would appreciate any data you may have regarding the above dates, and for your comments regarding the contents of the Woodbridge letter. Thank you for your valuable time.

Yours Faithfully,

[REDACTED]



MINISTRY OF DEFENCE Room 7230  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

File. (C)

Your reference

Our reference  
D/DS 8/10/209-682

Date  
6 June 1984

[REDACTED]

You wrote again on 16 May with further questions on the Ministry of Defence's policy towards the reports we receive of flying objects which the observer could not identify. I shall take your questions in turn.

First you asked about the number of reports we have received. For each of the years since 1978 we received the following number: 1978 - 750, 1979 - 550, 1980 - 350, 1981 - 600, 1982 - 250, 1983 - 390.

As to your second question, our policy is that we will consider releasing the details of particular, specified reports, on request, if the information is easily identifiable and readily to hand. We do not have the resources, though, to go through our files for all reports from Wigan since 1980.

Your third question concerned the lights seen in Rendel Wood Forest in December 1980, as reported by Colonel Halt of the United States Air Force. As you may have gathered from Mr Stanley's answer in Hansard of 24 October 1983, we received this report and satisfied ourselves that it contained nothing of defence interest. In case you have not seen it, I enclose a copy of Colonel Halt's report.

Finally, I explained in my previous letter that so long as there is nothing in the report to cause concern from a defence point of view (and there never has been) we make no attempt to identify what was seen.

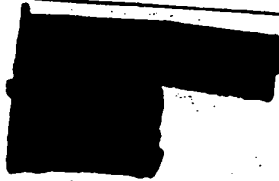
Yours sincerely

J. Hattersley



Defence Secretariat 8  
**MINISTRY OF DEFENCE** Room 7230  
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 01-218 9000 (Switchboard)

file



Your reference

Our reference

D/DS8/10/209-664

Date

31 May 1984

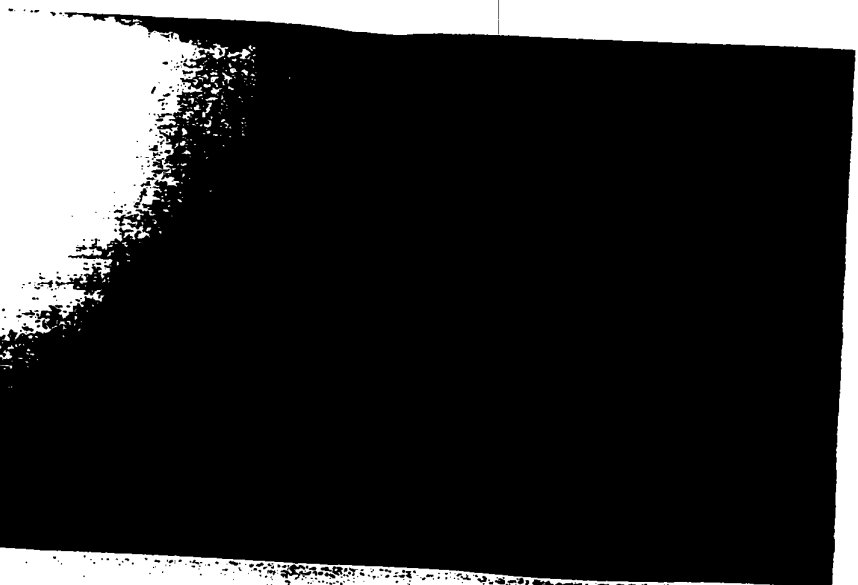


You wrote to me again on 19 May with further questions about our policy towards reports of 'Unidentified Flying Objects'.

We receive a reports from a variety of sources, but principally from the police, RAF Stations and civil airfields. These bodies send on to us any reports they receive from members of the public of flying objects which the observer could not identify, so that operations staff here can check for possible defence implications. However, as Mr Stanley explained in his Parliamentary answer of 24 October last year, no report we have received has ever been of concern from this point of view. That includes Colonel Holt's report of lights in Rendlesham Forest.

Yours sincerely,

*L. H. ...*



24 MAY 1984

May 16th 1984.

REF. UFO/Further Investigation.

Dear Sir,

E25 PEF.

Regarding your last letter dated 24<sup>th</sup> April 1984. What we here at the Center for UFO Studies would like to know is:-

- ① Could we have the total numbers of UFO sightings for the years 1978-1979-1980-81-82-83-84?
- ② We also believe and have been told that the MOD released CASE files to fellow British UFO researchers (IAN MRZYGLOD) is one who received one. So why do other investigators in the phenomena, not get any DATA even when required?. SUCH AS OUR INVESTIGATION TEAM.
- ③ RENDLESHAM FOREST CASE (MOD) Could we have the case and what conclusion you reached?.
- ④ HAVE ALL UFO SIGHTINGS for the years 1982-1983 been identified by MOD or outside sources?..

We hope you will be able to help with our questions as it is of utmost importance that we get our facts right, so there is no misunderstanding between us all, Cooperation is the ESSENCE.

Thank you very much for your help, and may we send our best wishes for the future.

*Yours Sincerely*



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

File. (6)

[Redacted]

Your reference

Our reference  
D/DS8/10/209-648

Date

25 May 1984

[Redacted]

Thank you for your two letters, of 7 and 8 May.

In your letters you asked whether we had any information concerning three reported sightings of flying objects which the observer could not identify. The only one of these for which I could find a report was the one on 27 December 1980, at RAF Woodbridge. I am therefore attaching a copy of a report by Colonel Charles Hal of the United States Air Force, which is the only information we have on this.

You may also be interested in the two attached Parliamentary Questions.

Yours sincerely,  
A. Matthews

MINISTRY OF INTERNATIONAL COMMUNICATIONS  
14 MAY 1984  
FILE

Mr Mathewson,  
Defence Secretariat 8,  
Room 7230,  
Ministry of Defence,  
Main Building,  
Whitehall,  
London SW1A 2HB.



DATE: 8.5.84.

Dear Sir/Madam,

Could you please forward any information that you have on the following reports of Unidentified Flying Objects.

Date and time of sighting: Friday the 11th of July 1980, 3.30 am.

Description of object: A large flattened oval shaped object, Colour yellow then blue/white then changed back to yellow.

Position of observers: Soyland Moor between Littleborough and Todmorden North Yorkshire, England.

How Observed: Naked eye only.

Direction object first seen: North.

Weather conditions: Cold and clear with Moon and stars visible.

Names of observers: Police Constable Stephen Howarth and Police Constable Christopher Fernhead.

Second report.

Date: December the 27th 1980 at 3am.

Description of object: Metallic triangular object, 2/3 meters across its base and 2 meters high. One red light on top with a row of blue lights underneath. The object was on some sort of "legs".

Position of observers: Tangham wood, near USAF base at RAF Woodbridge, Suffolk England.

How observed: Naked eye and 8-12 power lense.

Direction object seen: North.

P.T.O.



degrees above the horizon, just above tree top level  
and on the ground.

Distance: Not determined.

Movements: Object came down through trees in a multitude of colours and  
landed on the ground. When moving off it maneuvered between trees.

Weather conditions: Not determined.

Names of observers: Lt Colonel Charles I Helt, deputy commander of the 7th  
USAF 31st Tactical Flying Wing. Plus both British  
and American Air Force personnel.

I would appreciate all the information that your department has on the  
two UFO reports that I have mentioned.

If there is any cost involved for the above reports I will be only too  
pleased to oblige.

Hopefully I will receive your reply before too long, until then I am,  
Yours Sincerely,

[Redacted signature block]

MINISTRY OF DEFENCE Room 7230  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

File (680)

[Redacted]

Your reference

Our reference  
D/DS8/10/209-639

Date

22 May 1984

[Redacted]

I am afraid that previous references to us having released sixteen reports of flying objects which the observer could not identify from the South Wales area appear to have been mistaken. In fact we released only fifteen such reports. I enclose, though, the one report I think you are missing to complete the "set".

You also asked about Lt Col Halt's report on the lights which were seen near RAF Woodbridge on 27 December 1980. Mr Stanley's answer in Hansard of 24 October 1983, of which you have a copy, made it clear that we received a copy of this report and satisfied ourselves that it contained nothing of defence interest. I have nothing to add to that.

Yours sincerely

L. H. H. H. H.



5<sup>th</sup> MAY

Dear Mr. Mathewson


I thank you very much for your letter of 4<sup>th</sup> May and the UTO reports. I requested 16 reports which you did mention in the letter, but on inspection I counted only 14, would it be possible to be also sent these remaining two to complete the set following the last one: (A 191765 83 5 MINUTES OVER SWANSEA AIRPORT?) You informed me that my request as a "serious inquirer" does not come into the category you were thinking of on a "specific sighting." Therefore enclosed

3

with this letter is a document  
which may UFO clubs know about  
could you tell me the following:

1. is the document a true statement  
of happenings 27, 28 29, Oct 1980.
2. did the ministry investigate the  
claim of a supposed UFO landing at  
a USA base woodbridge, suffolk if so,  
what were their findings. I look  
forward too possibly receiving the  
two ministry reports. please excuse  
my persistence.

Yours sincerely



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, UNITED STATES AIR FORCE  
WASHINGTON, D.C. 20330

100-85  
RAF JWA  
4

13<sup>th</sup> Jan 81

TO: CO

FROM: Unexplained Lights

RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission and allowed three patrolmen to proceed on foot. The on-duty flight chief responded seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.
2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.06-.07) readings on the side of the tree toward the depressions.
3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The object to the south remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

Your ref: D/DS8/10/209.

A. Mathewson,  
Defence Secretariat 8, Room 7230,  
Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON, SW1A 2HB.

May 19th., 1984

Dear Sir/Madam,

Thank you for your letter of the 10th instant, which was very informative.

With reference to the 'Hansard' extract for 13th. March last, my colleagues and I were wondering whether you could kindly provide OSEAP with a breakdown of the sources for the UFO reports your Department received from 1981 to 1983. It seems quite remarkable that you have received so many, whilst OSEAP, and others, have received none.

In fact, OSEAP has received no reports for approximately 18 months! Hence our interest in some old, interesting cases.

So, if at all possible, we would like to know from what channels the MOD gets its reports in such great numbers.

Coming to Rendlesham, would you confirm that an unidentified aerial craft hovering very near to a Tactical Combat Base must surely have defence implications? The facts, as reported by Col. Halt would seem to give some cause for concern. One does not feel reassured by the nature of the Secretary of States for Defence's reply in Hansard for 24th. October last.

Once again, thank you for your cooperation in these matter.

Yours truly,





ence Secretariat 8, Room 7230  
**MINISTRY OF DEFENCE**  
 Main Building Whitehall London SW1A 2HB  
 Telephone 01-218 2638 (Direct Dialling)  
 01-218 9000 (Switchboard)

File. (E)

[Redacted]

Your reference

Our reference  
 D/DS8/10/209-611  
 Date

10 May 1984

[Redacted]

Thank you for your recent letters on the subject of reported UFO sightings. I am sorry to have been some time replying.

To take your general question first, it has now been decided not to publish the reports of alleged UFO sightings we receive. As you may know, we get several hundred of these each year and to prepare them for publication would be a considerable editorial task, for which we have neither the staff nor resources. This would also fall well outside our defence responsibilities. However, for some time we have been prepared to release the details of particular reports to serious enquirers provided the information was easily identifiable and readily to hand. That continues to be our policy.

As to your questions about specific 'incidents', I am afraid that neither the first, third nor fourth of those you mentioned was reported to the Ministry of Defence, so I am unable to help with those. The only information we have on the lights seen in Rendlesham Forest is the report by Colonel Halt of the United States Air Force. You will probably already have seen this, but in case you have not I enclose a copy.

You may also be interested in the enclosed Parliamentary Questions on the Ministry of Defence's interest in alleged UFO sightings.

Yours Sincerely,

J. Matteson

91

30th. April, 1984

Defence Secretariat Division 8,  
Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON, SW1A 2HB.

Dear Sir/Madam,

re: release of information on UFO Reports.

Regarding the above matter, until early this year I had received courteous replies to my enquiries, from your Department.

However, my colleagues and myself are somewhat perturbed that you have apparently ceased to respond to any letters from this quarter. Indeed, this year I have written on behalf of OSEAP on three occasions: 22nd. January, 13th. March and 23rd. March.

Following reports in the press, however accurate, we were led to believe that you were supplying information where possible in response to enquiries from serious bodies. OSEAP is one such organisation and feels that the least you could do is to write and confirm your Department's position on the matter being discussed. Surely it would be just a matter of good manners, even though you will have more important matters to attend to.

Yours faithfully,

92

687

22nd. January, 1984

Defence Secretariat Division 8,  
Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON, SW1A 2HB.

MINISTRY OF DEFENCE
U.S. 8
30 JAN 1984
FILE

Dear Sir/Madam,

Re: release of information relating to UFO reports.

Just a line to say my colleagues and I are still interested in your Department's position on the above matter.

Therefore, may we again ask you what is being done with the information, if anything?

Yours truly,



93

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23rd. March, 1984

Defence Secretariat Division 8,  
Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON, SW1A 2HB.

RECEIVED
4 APR 1984
FILE

Dear Sir/Madam,

re: release of information on UFO reports.

Following my letter to your department of the 13th. inst., I would like your comments on a front page article that appeared in 'THE ADVERTISER' for March 16th. It concerns the release of 16 reports to BUFCRA and contains the following: "So it is interesting now to see that a Government department is now willing 'to consider providing reports on specific incidents to serious inquiries', writes Walter Harding".

On behalf of my colleagues I would ask your criteria for serious inquiries and their acceptance.

If the newspaper report is correct then I take this opportunity to ask your department on the following cases:-

1. Llanerchymedd, Anglesey 1st. Sept., 1973. (OSMAP was involved in the main investigation of the incidents and subsequently produced a special report).
2. Rendlehsam Forest. (Highly publicised in the press but seemingly lacking substance. Although not initially involved, OSMAP has become interested in the case after paying this area a visit last year).
3. Llandrillo, Glynedd 23rd. Jan., 1974. (OSMAP followed this incident up last year which involved aerial lights and earth tremors. Although these may not be connected).
4. South Stacks, Holyhead, Anglesey: 4th. Feb. 1974. (Due to nearness, in time, to the previous incident OSMAP has become interested in the washing-up on the shore of a plane-like object. The RAF and Aberporth Range Establishment said it was not theirs and the Navy's underwater research base at Portsmouth was sent a drawing. The object was 9' long, with a wingspan of 5', with a black aluminium body and the remnants of an aerial.)

I trust that you will kindly supply any information you are able on the above incidents. I hardly need remind you that OSMAP is a serious investigative team.

Finally, I would ask your department if you have had any connections with a mysterious UFO group called: APEN, or a David McGroarty who resides in Redcar and is supposedly a representative of the same.

Yours truly,

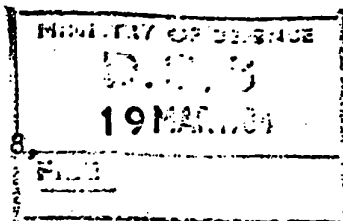
[Redacted signature]

[Redacted signature]



Your ref:- D/DS8/10/209.

Defence Secretariat Division 8,  
Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON, SW1A 2HB.



13th. March, 1984.

Dear Sir/Madam,

Further to my letter of 22nd. January last and the report in the 5th. March issue of the Daily Express, I once again would ask your department's position in relation to the release of information relating to UFO reports.

I would again stress the need for caution in releasing this type of material. Not only because of 'national security' considerations, but also of the type of person who might have access to it. You will be aware that 'distortion of the facts' is endemic within so-called UFO research circles.

Hoping that this communication is received favourably, I am

Yours faithfully,



95



MINISTRY OF DEFENCE, Room 7230  
 Main Building Whitehall London SW1A 2HB  
 Telephone 01-218 (Direct Dialling)  
 01-218 3000 (Switchboard)

[Redacted]

Your reference

Our reference  
 D/DS8/10/209-5,7

Date

21 April 1984

[Redacted]

Thank you for your letter of 9 March 1984. Your suggestion that the Ministry of Defence has documents relating to the alleged UFO sighting at RAF Woodbridge in December 1980, other than Colonel Halt's report, is quite mistaken.

Perhaps I ought to explain that the sole interest of the Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organisation in the Ministry of Defence appointed solely for the purpose of studying UFOs, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identity of the object seen. The Department could not justify the expenditure of public funds on investigations which go beyond the pure defence interests.

We have to recognise that there are many strange things to be seen in the sky, but we believe there are adequate explanations for them. They may be satellite debris re-entering the earth atmosphere, ball lightning, unusual cloud formations, meteorological balloons, aircraft lights, aircraft at unusual angles or many other things. There is certainly no evidence that alien spacecraft have landed on the planet. Although we have not carried out our own studies, we are aware of independent studies into the UFOs, notably by the University of Colorado published in 1969. This concluded that 90% of all UFOs reported could be plausibly related to ordinary phenomena.

I attach copies of 2 recent Parliamentary Questions on the Ministry of Defence's interest in UFO reports. I am returning your stamped addressed envelope.

Yours sincerely,

*Henry Matthews*

ICS:

96.

[REDACTED]

Defence Secretariat Division 8.

MINISTRY OF DEFENCE  
Main Building Whitehall  
London  
SW1A 2HB.

9th March 1984.

RE:- WOODBRIDGE INCIDENT DEC '80'

Dear Sir/Madam,

I have been informed that a certain amount of UFO Documents are being released. As I am a credited UFO Investigator for BUFORA, 'BRITISH UFO RESEARCH ASSOCIATION'. I would be grateful if you could assist me with my enquiries. For the past 3 years I have been one of the main investigators on the Woodbridge incident in December 1980. We the investigators, the other being [REDACTED], now know that Photographs, Tape recording and signed witnesses statements Do exist. Our source of information being reliable. We have been informed that the Ministry of Defence has Documentation on the said mention case. We received Col Charles I Holt's report via the Freedom of Informations Act, in the United States. This report was first sent to the MOD, by Sqn Leader Donald Moreland. the MOD eventually sent a copy to the US Air Force in the United States. We have been informed that Col Halts report is but only a brief account of the incident and a full report has been made. We would be gratefull if you would provide us with the later also other Documentation on the Woodbridge incident. I have enclosed just one of many Documents we have received. The enclosed being from the Air Force Headquarters 513th Combat Support Group (U.S.A.F.E.).

We look Forward to your Acknowledgement of this Letter.

YOURS SINCERELY

[REDACTED]

[REDACTED]

97



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 513TH COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 07127

[REDACTED]

[REDACTED]

14 June 1983

I am pleased to be able to respond to your request for information dated 7 May 1983. As you may now know, the 513th Combat Support Group provides document management services for Headquarters, Third Air Force. After extensive effort, we are able to successfully answer your four separately directed requests for information concerning unexplained lights on 27 December 1980.

It might interest you to know that the US Air Force had no longer retained a copy of the 13 January 1981 letter written by Lt Col Charles I. Halt. The Air Force file copy had been properly disposed of in accordance with Air Force Regulations. Fortunately, through diligent inquiry and the gracious consent of Her Majesty's government, the British Ministry of Defence and the Royal Air Force, the US Air Force was provided a copy for you. We trust this adequately explains the initial inability to provide a favorable response.

As you also asked, we have attached such documentation as we had concerning the processing of your several FOIA requests as of receipt of your 7 May 1983 request.

Sincerely,

PETER W. BENT, Colonel, USAF  
Commander

DOCUMENT #4



Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

Your reference

Our reference  
D/DS8/10/209-525

Date

14 April 1984

Thank you for your letter of 31 January. I am sorry to have taken so long before replying.

I should first of all point out that the sole interest of the Ministry of Defence in reported sightings of UFOs is to establish whether they have any bearing on the defence of the country.

There is no organization in the Ministry of Defence appointed solely for the purpose of studying UFOs, and no staff are employed on the subject full time. The reports we receive are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identify of the object seen. The Department could not justify the expenditure of public funds in investigations which go beyond the pure defence interests.

We have to recognize that there are many strange things to be seen in the sky, but we believe there are adequate explanations for them. They may be satellite debris re-entering the earth atmosphere, ball lightning, unusual cloud formations, meteorological balloons, aircraft lights, aircraft at unusual angles or many other things. There is certainly no evidence that alien spacecraft have landed on the planet. Although we have not carried out our own studies, we are aware of independent studies into the UFOs, notably by the University of Colorado published in 1969. This concluded that 90% of all UFOs reported could be plausibly related to ordinary phenomena.

I attach copies of two recent Parliamentary Questions on the Ministry of Defence's interest in UFO reports.

Yours sincerely

L. Matheran

99

DATE. JANUARY 31st 1984

To/MOD, DEPT. 54 (AIR) main Building

REF.. UFO Investigations.

Dear Sir/Madam;

With reference to UFO Investigations which your department have been dealing with from 1980 up to present time (1984) So could you kindly supply us with our following requests for information.

1. UFO Cases for Wigan 1980 - onwards
2. Official Evaluation of the Bentwaters, Suffolk sighting 27/12/1980
3. The overall opinion of your depts, Investigations (do UFOs exist?) (Not flying saucers with green men inside.)
4. CONDON Committee report (USA) could you supply us with it / or where would we be able to obtain it from.
5. Any International Contact addresses you could supply us with.

Many thanks for your co-operation, time and trouble.

Yours sincerely

[Redacted signature]

[Redacted name]



MINISTRY OF DEFENCE ROOM 7230  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218-2638 (Direct Dialling)  
01-218 9000 (Switchboard)

Your reference.

Our reference.

D/DS8/10/209-518

Date

24 April 1984

[REDACTED]

[REDACTED]

Thank you for your letter of 12 March. Since Mrs Titchmarsh, my predecessor here, last wrote to you it has been decided not to publish the reports of alleged UFO sightings we receive. As you may know, we receive hundreds of these reports each year and to prepare them for publication would involve a great deal of editorial work, for which we have neither the money nor the staff. This would, in any case, fall outside our defence responsibilities. It is also not possible for you to be allowed privileged access to these reports. Although they contain no classified papers they are, like all Ministry of Defence files, subject to the Public Records Act. Under this Act official files are, in general, to remain closed for 30 years after the last action has been taken on them.

You may be interested in the two attached Parliamentary Questions on the MOD's interest in reports of alleged UFO sightings.

Yours sincerely,

David Mather

101

11

12 MAR 1984

Dear Sirs,

We have corresponded on many occasions in the past regarding your low-key investigation into UFO sightings. I am fully conversant with your policy and appreciate the difficulties under which you labour.

You will realise, if you check back through my records, that I have no grand illusions about UFOs. I do not believe you are covering up evidence of an alien invasion. Essentially, I believe that 90% (plus) of sightings are readily explicable. As for the rest, the solutions lie in terms of novel atmospheric and psychological phenomena. Some of these phenomena have decided scientific value, and since they represent the harnessing of radiating energy have (both in my view and that of a number of scientists who work with me) potential to offer economic advantages to those who study them.

For this reason I have been urging the department since 1978 to release the files you hold to the scientific community, since the problem (as you freely admit) is one much more of a scientific nature than of a defence concern.

In October 1982 you wrote to me advising that a decision had been taken to release data and you were currently contemplating the best way by which this might be achieved. I kept this to myself at the time, since I did not wish to prejudice your decision with receipt of numerous claims. However, you gave me a statement to make public some months later and several sample reports from South Wales. These were in lieu of the case I specifically requested.

Recently, I was approached by the Sunday Observer, who planned to do an article on the MOD and UFOs. I gave them full cooperation, to the maximum of my ability, since I felt this was the right kind of influential source to discuss the matter publicly. I had no control over Martin Bailey's conclusions (which I think were reasonably fair), but it is difficult to do this when I have incomplete data. Had I been in possession of more documents I could have possibly helped the paper give an even more fair appraisal.

In February 1983 myself and Peter Warrington published an article "The Neglected Science of UFOs" in New Scientist. You may peruse this, since it adequately reflects my position on the matter. I think this demonstrates that I am not making outlandish claims, and that cooperation between us could be to mutual advantage. You must realise the problems caused when unscrupulous sources wrongly promoted the essence of the Woodbridge Air Base (December 1980) sighting, in the News of the World last year. This generated public relations headaches I am sure. And the real truth was in no sense given. After a lot of work on the case I know that a UFO and aliens were not responsible for the events of that night.

Following our New Scientist article, Peter and I were approached by a scientific publishers (Blackwell) and commissioned to write a book that reflects the history of science and its dealings with the UFO phenomenon. A section of this deals with official government policy towards UFO science (in the USA and here). In this way a few thousand words on the British MOD policy have been included.



I have brought this to your attention before, in a letter that did not receive a reply. We feel that this book will be influential, reaching as it does the scientific community (ie it will not be a mass market paperback). It would be an ideal opportunity to help one another. That is, you offering data to us, and we offering a good public relations job for you. This we would be delighted to do. Whilst the book is largely complete we can delay a little while, if there is promise of significant new data.

When I first discussed the document release with your department, almost 18 months ago, I requested privileged access to the files. I suggested that I would be happy to sign the official secrets act, or any other waiver you may require to protect the identity of the people who have written to you, which you explained to me as the main problem in clearing the data for release. Surely such a commitment on my part would be sufficient?

I supported my application with reference to Bill Chalker, who acts as my opposite number in Australia (we are coordinators of national investigations). Prior to the granting of the Freedom of Information Act in Australia he was offered access (on terms similar to those I suggest) to all the cleared documents. He was then encouraged to report on this as widely as possible in the UFO media. This he did, very fairly I might add. His reports (which I have if you wish to see them) have had a number of significant advantages.

- (1) They have effectively demolished the 'cover-up' myth, by showing in detail the full truth of the file content.
- (2) They have eased the burden of enquiries that the government would have received by presenting this material, through Bill, to the people who required it.
- (3) They allowed a person with the UFO background knowledge (that your team do not have) to act in a public relations capacity for the government. In other words all enquiries are deflected to him, and he is in a position to respond to them.

This is an effective system that has worked well. Of course, I realise it was precipitated by the imminence of Freedom of Information there. No doubt the Australian government wished to avoid what took place in the USA, where law suit after law suit (using the F.O.I. act) has been taboed in order to obtain perceived documents.

I asked Bill to endorse my claim for similar treatment, which he did.

One problem you raised was that there are many UFO groups here, and that sponsorship of me might leave you open to requests from the others. But surely you are able to make a value judgement and appreciate that most groups lack knowledge, experience, and a credible public relations position. I have been a full-time worker in this field for six years and have established a public relations position. I also have hopefully demonstrated that I am capable of expressing the situation objectively, without wild suppositions or illogical assumptions.

I am in the position to report to the UFO community, as Bill Chalker did. In this way I could help you. What is more, via the book, Peter and I could truly provide a beneficial service to both science and yourselves.

You did say that if a substantial delay, further to the one already in effect in late 1982, were to take place, then you would seriously consider this proposal. As it would now appear that you have concluded (I think reasonably) that there is

3..

just too much information to release it all, then this might make the suggestion even more advantageous.

Can I please ask you to contemplate such a move. It is in my interests to present the realities of the UFO problem to the scientific community, and to try to educate the UFO enthusiasts (based upon the facts). It is in your interests to ease the public relations burden, whilst being as open as possible. It will not be easy to demonstrate that you are not withholding vital information. To do so effectively we must start now. There may not be a Freedom of Information Act here at the present, but as you must know it is feasible. If it comes, it would be well to have prepared, just as they did in Australia. In which case I believe that my proposition must have merit.

Yours sincerely,



NOTE

1988/10/209

84

AD MOD Sy 1

CORRESPONDENCE FROM [REDACTED]

1. I attach a letter and attachments we recently received from a [REDACTED] for your information and whatever action you think necessary.
2. As you will see, [REDACTED] has sent us a copy of a letter which purports to be a report of landing of a UFO crewed by several "entities" near RAF Bentwaters in 1980. This letter is clearly a forgery. Although it is written on MOD headed paper it is most certainly not an official document. I do not want to be too alarmist about what could be simply a harmless joke, but this could prove rather embarrassing if it ever found its way to a newspaper. The News of the World ran a very sensational story in October last year, alleging that a UFO had landed near RAF Bentwaters. They based this on a report by a USAF Colonel, of some unexplained lights near the base, which they had managed to get hold of. They would no doubt seize on this letter as further "proof" that something had happened. There could also be Parliamentary interest. Sir Patrick Wall MP has recently asked 2 questions on the MOD's interest in UFO reports and might ask questions about this. In the worst case, then, this letter could cause a good deal of unnecessary and unwelcome bother.
3. [REDACTED] addressed the letter to Mrs Titchmarsh, my predecessor in this post, because he had spoken to her shortly after the News of the World story appeared: my phone number has become fairly well known amongst UFO spotters. The reference to DS8 in the text of the letter is also easily explained; anyone who has received a letter explaining our policy on UFO reports would know that DS8 are the responsible division, although we do not, contrary to what the letter suggests, carry out investigations.
4. By way of background, I attach a note explaining the limited extent of our interest in UFO reports and the 2 recent PQS. I should, of course, be happy to speak to you about this.

*A. Mathewson*

A MATHEWSON  
DS8  
MB 7230 2638 MB

105

DS17

RECORDED DELIVERY

30th March, 1984

For the attention of Miss P. Titchmarsh

Ministry of Defence,  
Main Building,  
Whitehall,  
LONDON SW1A 2HB

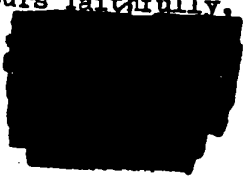
Dear Miss Titchmarsh,

re: UFO Matters and Rendlesham Forest Sighting.

I enclose a copy of a letter which I received in January, together with a copy of the front of the envelope which contained the same, and would be grateful to receive your comments thereon.

Thanking you in anticipation.

Yours faithfully,





MINISTRY OF DEFENCE

Main Building, Whitehall, London SW1A 2HB

Telephone (Direct Dialling) 01-218 [REDACTED]

(Switchboard) 01-218 9000

Dear [REDACTED],

As you know, OSI has completed a report on the landing of a craft of unknown origin crewed by several entities near RAF Bentwaters on the night of December 29/30 1980.

Interestingly, OSI reports that the entities were approximately 1½ metres tall, wore what appeared to be nylon-coated pressure suits, but no helmets. Conditions on the night were misty, giving the appearance that the entities were hovering above ground level.

Tape recordings were made on which the entities are heard to speak in an electronically synthesized version of English, with a strong American accent. Similar transmissions intercepted irregularly by NSA since 1975. (See attached - Flag A)

According to OSI, entities had claw-like hands with three digits and an opposable thumb.

Despite original reports (Flags B - G), OSI said the craft was not damaged but landed deliberately as part of a series of visits to SAC bases in USA and Europe. Reports that craft was repaired by US servicemen or was taken on to the base are not confirmed by OSI.

Landing is not considered a defence issue in view of the overt peaceful nature of the contact, but investigations by DSB are to be continued on [REDACTED] authority. Precautionary plan for counter-information at a local level involving [REDACTED] and a [REDACTED] [REDACTED], is strongly recommended.

Sincerely

[REDACTED]

The sole interest of the Ministry of Defence in reported sightings of Unidentified Flying Objects (UFOs) is to establish whether they have any bearing on the defence of the country.

There is no organization in the Ministry of Defence appointed solely for the purpose of studying UFOs, and no staff are employed on the subject full time. The reports we receive, which we are grateful for, are referred to the staff in the Department who are responsible for the air defence of the United Kingdom, and they examine the reports as part of their normal duties.

Since our interest in UFOs is limited to possible defence implications we have not carried out a study into the scientific significance of these phenomena. Unless there are defence implications we do not attempt to identify sightings and we cannot inform observers of the probable identity of the object seen. The Department could not justify the expenditure of public funds on investigations which go beyond the pure defence interests.

We have to recognize that there are many strange things to be seen in the sky, but we believe there are adequate explanations for them. They may be satellite debris re-entering the earth atmosphere, ball lightning, unusual cloud formations, meteorological balloons, aircraft lights, aircraft at unusual angles or many other things. There is certainly no evidence that alien spacecraft have landed on the planet. Although we have not carried out our own studies, we are aware of independent studies into the UFOs, notably by the University of Colorado published in 1969. This concluded that 90% of all UFOs reported could be plausibly related to ordinary phenomena.

Hansard Extract

13 March 1984

Cols 132 & 133

**Unidentified Flying Objects**

Sir Patrick Wall asked the Secretary of State for Defence (1) how many alleged landings by unidentified flying objects have been made in 1980, 1981, 1982 and 1983, respectively; and how many have been investigated by his Department's personnel;

(2) how many unexplained sightings there have been in 1980, 1981, 1982 and 1983, respectively; and which of these had been traced by radar and with what result.

Mr. Lee [pursuant to his reply, 9 March 1984, c. 728]:  
For the years in question, the Ministry of Defence received the following numbers of reports of sightings of flying objects which the observer could not identify: 350, 600, 250, and 390. Reports of alleged landings are not separately identified. The Department was satisfied that none of these reports was of any defence significance and, in such cases, does not maintain records of the extent of its investigations.

RAF Woodbridge (Alleged Incident)

Sir Patrick Wall asked the Secretary of State for Defence (1) if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge;

(2) whether, in view of the fact that the United States Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom;

(3) how many unexplained sightings or radar intercepts have taken place since 1980.

Mr. Stanley: I have seen the memorandum of 13 January 1981 to which my hon. Friend refers. Since 1980 the Department has received 1,400 reports of sightings of flying objects which the observers have been unable to identify. There were no corresponding unexplained radar contacts. Subject to normal security constraints, I am ready to give information about any such reported sightings that are found to be a matter of concern from a defence standpoint, but there have been none to date.





**RAF LIAISON OFFICE**

Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ

Telephone Woodbridge 3737 ext 2332 2557

612  
71

0/209

Mrs P J Titchmarsh  
Defence Secretariat Div 8a  
Ministry of Defence  
Main Building  
Whitehall  
LONDON  
SW1A 2HB

Your reference

Our reference

BENT/6/AIR

Date

30 March 1984

*Dear Mrs Titchmarsh*

Further to your letter D/DS8/10/209 dated 17 November 1983, enclosed is the pre-advertising for a book on the "Rendlesham UFO". Most of the advertising is erroneous but it will no doubt stir up another hornet's nest!

D E G CRAWFORD  
Squadron Leader  
RAF Commander

Copy to: HQ 3AF/SRAFLO

///

This book will explain the meaning of that significant statement.

Furthermore, the authors have been given dramatic information and documentation by the British Defence Ministry, who for the first time have come clean about their involvement in the UFO subject.

This could be the book which finally ends the cover up.

In view of the sensational, but absolutely verifiable and documented, evidence presented, there can be no way **Sky Crash** can fail to attract excitement, controversy and huge sales.

The British edition will be published in the summer of 1984, and the ripples following publication will spread across the world.

### ORDER FORM

Send no money now, but return this today to:

Neville Spearman Limited,  
The Priory Gate,  
Friars Street,  
Sudbury, Suffolk.

We will advise and bill you when copies of **Sky Crash** are available.

..... cut here .....

I would like to receive my copy/ies of **Sky Crash**. Please advise me immediately when I will send you my remittance.

My Name is.....

My Address is.....

Date.....

The World's First  
officially confirmed  
Close Encounter

# SKY CRASH

A  
Cosmic  
Cover-Up

Brenda Butler, Dot Street & Jenny Randle.  
(Author of **Alien Contact**, etc.)

'Are UFOs physical craft flown by beings of superior intelligence? Do the governments of the world know this fact, absolutely and certainly? Have their representatives met with and talked with these aliens elsewhere? And is this incredible truth slowly, but finally, about to be told?

These are strong words, and they are meant to be. For this book promises to be perhaps the most important ever written about the UFO phenomenon.

But the implications of this TRUE account go far beyond our personal beliefs or disbeliefs. This investigation poses questions of the greatest importance to the future of the world.

The case begins with an unidentified blip on a radar screen at a joint civil and military air base near Rendlesham Forest in Suffolk in the last few days of 1980. This recording is taken by US Air Force Intelligence Officers who tell (in confidence) a fantastic story. From this comes trickles of independent confirmatory information out of a strategic base which lies in the fore of Europe's defence. Gradually this trickle grows to a torrent, and the various accounts come together. It is clear that an event, unsurpassed in the history of the UFO phenomenon, has occurred on British soil under the eyes of numerous military personnel from the US Air Force, including some of very high rank.

As the investigation continued to bring new witnesses and information to light, a point was reached where the number of individuals (both civilian and military) described two major close encounters within three days. The evidence was overwhelming. This has become one of the best documented UFO incidents of all time. And it involves two protracted encounters with an incredible, and undeniably physical, craft which had come down into the woods .... not, it would seem, for the first time!

Its pilots, however, were not of this world. They were aliens.

One, at least, of the military encounters offers irrefutable evidence of a landing lasting three hours, during which the entities held a long conversation with a high-ranking officer. Their craft had been damaged and was placed under military guard while the aliens made hasty repairs enabling them to take

off again. In their wake they left strong pieces of evidence, including symmetrical trace marks, radiation, damage to surrounding trees, and several pieces of visual and auditory documentation which were immediately placed under strict secrecy. The traces themselves were subsequently destroyed by the authorities in a calculated manner.

All of these events took place within half a mile of the perimeter fence of a front-line NATO air base. This joint US Air Force and RAF operation is always on alert and is staffed by anti-tank bombers. It is shielded by one of the tightest radar networks in the world.

Of course, this story alone would be of the highest significance. But it represents just one major facet of this historic book. For the events have received official confirmation from the governments of both Britain and the USA. Documentation to prove this will be shown. The extent of this confirmation surprised even the investigative team. For the first time ever, a terrifying UFO close encounter is officially confirmed by the Ministry of Defence and the Pentagon.

Having established beyond all reasonable doubt the reality of the events, the book moves on to examine its implications. Various alarming scenarios will be presented and these will span across witchcraft, drugs, space warfare and a near nuclear holocaust! But it would seem that the facts make the real truth abundantly clear. And that truth may be more horrific than any of these alternatives.

All documentation and discussion will be supported by a full analysis of official papers on UFOs which have been forced out of the US Government by recent legal action. The hundreds of reports, transcripts and research memoranda have been reappraised in the light of the incidents at Rendlesham Forest. And suddenly they make sense.

The continued and long-standing involvement of the CIA, the FBI and many other security agencies makes it certain that, as one of these agency documents actually says: 'The problem transcends the level of individual departmental responsibilities and is of such importance as to merit cognisance and action by the National Security Council.'

From: I G McEwen Defence Secretariat 8



**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 6248 (Direct Dialling)  
01-218 9000 (Switchboard)

File 61

Air Commodore M J Royson MVO RAF  
Air Attache  
British Embassy  
Bonn  
BFPO 19

Your reference

Our reference

D/DS8/10/209 340

Date

21 March 1984

Dear Air Commodore Royson,

REQUEST FOR UFO INFORMATION

1. Thank you for your letter of 2 March. I do apologise for not having replied to your earlier letter which enclosed a request from the editor of the CEWAP Journal for information on last October's "News of the World" report about alleged unidentified sightings outside RAF Woodbridge.
2. The report mentioned in the newspaper article was, indeed, sent to MOD but I am afraid that much of the story printed by the "News of the World" was, to say the least, exaggerated. There was no question of any contact with "alien beings", no unexplained radar contacts and no evidence that anything had landed in the forest.
3. It may help if I explain the very limited interest which MOD has in so-called UFO reports. Our sole concern is to establish whether they reveal anything of defence interest (intruding aircraft, for example) and we do not pursue our investigations beyond the stage at which we are satisfied that there are no defence implications. As far as the Woodbridge incident is concerned, the Department satisfied itself at the time that there was no reason to consider that the alleged sightings had any defence significance.
4. MOD has never denied that strange things may be seen in the sky, but we believe that there are perfectly normal explanations for these, such as falling satellite debris, unusual cloud formations or aircraft lights. If Herr Warner followed articles printed elsewhere in the British press after last Autumn's report in the "News of the World" he will have seen a number of attempts to explain the alleged sightings in more down to earth terms. As I recall, one favourite possibility was that the light seen came from the Orfordness lighthouse.
5. I am sorry that I cannot be more helpful. I am afraid that there are no official photographs of RAF Bentwaters and RAF Woodbridge of the type sought by Herr Warner.

Inver Maltman

(for Ian McEwen (AOE))

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MINISTRY OF DEFENCE

Main Building, Whitehall, London SW1A 2HB

Telephone (Direct Dialling) 01-218 6592

(Switchboard) 01-218 9000

1. All
2. ~~1/2/84~~
3. File

D/DS 8/10/209 ✓



20 March 1984

Dear Ralph,

I do apologise for not replying earlier to your correspondence about the alleged unexplained sightings at RAF Woodbridge in 1980. As Andrew Mathewson may have explained when you spoke to him, we have had staff changes in the relevant section of DS 8 and have been under a lot of pressure generally. However, that does not excuse the delay for which I hope you will accept my sincere regrets.

I am afraid, however, that there is very little information I can give you in answer to your questions about RAF Woodbridge. I am not sure whether DS 8 had responsibility for the MOD interest in UFO matters in your day but, if it did, you will remember how very limited MOD's interest is in such reports. Our sole concern is to establish whether they reveal anything of defence interest (intruding aircraft, for example) and we do not pursue our investigations beyond the stage at which we are satisfied that there are no direct defence implications.

As far as the Woodbridge incident is concerned, John Stanley, Minister for the Armed Forces confirmed in answer to a written Parliamentary Question from Sir Patrick Wall MP on 24 October last year, that MOD had, indeed, received the USAF report to which you refer. The Department satisfied itself at the time that there was no reason to consider that the alleged sightings had any defence significance.

That is not to say, however, that Colonel Halt and the other personnel mentioned in the report were ~~as you suggest~~ suffering from hallucinations. Speaking personally, I can accept that people do from time to time see things in the sky which they find difficult to explain. I am sure you ~~will~~ <sup>will</sup> ~~hardship~~ agree that in many cases normal explanations come to light, such as falling meteorites or satellite debris, unusual cloud

u

formations or aircraft lights. The press has carried ~~articles on the Woodbridge incident last Autumn you will have seen the results of a good deal of investigative journalism which turned up rational and down-to-earth explanations for what was seen. As I recall, the light from the Orfordness lighthouse was one favourite possibility. What the true explanation is, I do not know; as I said earlier, MOD does not attempt to investigate reports to the point at which a positive identification can be made. I can assure you, however, that there is no evidence of anything having intruded into British airspace and 'landing' near RAF Woodbridge.~~

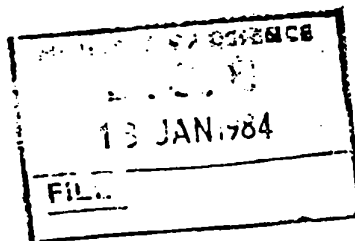
Kind regards

Yours sincerely

Brian Webster

17th January, 1984

B.M. Webster, Esq.,  
Head of DS8,  
Ministry of Defence,  
Main Building,  
Whitehall SW1



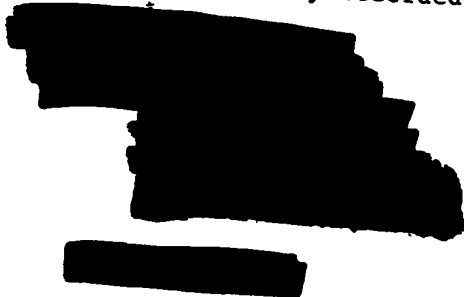
Dear Webster,

I wrote to you on 7th November last year about an incident alleged to have occurred at RAF Woodbridge in December 1980. I sent you a reminder on 2nd December. I have not received a reply or an acknowledgement to either of these letters although nearly two and a half months have elapsed since I first wrote.

I trust it has not become the policy of the Ministry of Defence to reply only to questions pressed by an MP.

The matters raised in my letters seem to me of public importance. I am not alone in thinking so. I hope I shall now shortly receive your comments.

In case my previous letters have been subject to some mishap in the post I am sending this to you by recorded delivery.



Defence Secretariat Division 8a

**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

file

(E113)

Your reference

Our reference

D/DS8/10/209-1986

Date

7 December 1983

Thank you for your letter of 14 November.

I have made further enquiries about the date of the alleged sightings at RAF Woodbridge in 1980 but as the incident is now almost three years old we can only rely on the dates given in Lt Col Halt's letter dated 13 January 1981. We have no knowledge of any local constabulary involvement.

I can confirm no investigations were carried out by the Ministry of Defence until Lt Col Halt's report was received and there is no truth in the story that radar records have been confiscated. In fact, no unidentified object was seen on radar during the period in question.

As regards the star-like objects referred to in Lt Col Halt's report, I have already explained that once the Ministry of Defence was satisfied that there was nothing of defence interest in the sightings no further investigations were conducted.

I hope this will help to clarify the points you raised.

Per P J TITCHMARSH (MRS)

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(67)

2nd December, 1983

B.M. Webster, Esq.,  
Head of DS8,  
Ministry of Defence,  
Main Building,  
Whitehall, SW1

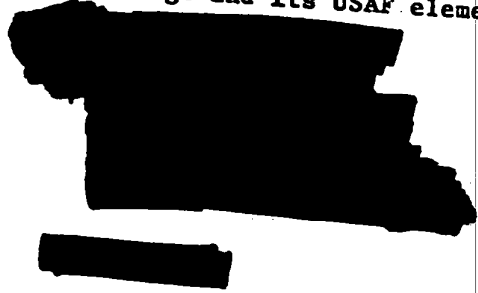


*Dear Webster.*

I wonder whether you can yet let me have a reply to my letter to you of 7th November about an alleged incident at RAF Woodbridge in December 1980 ?

Since I wrote to you I have been shown a copy of a letter issued by the US Department of the Air Force in June this year. I attach a photocopy. This indicates that the Ministry of Defence have for some time been aware of the report made by Lt.Col. Halt, of which I sent you a copy with my previous letter.

If I may again say so, Lt.Col. Halt's report really does seem to require some comment by the Ministry of Defence, considering the Defence importance of RAF Woodbridge and its USAF element.



Attachment: Photocopy of US Dept. of the Air Force letter of 14 June 1983

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 513TH COMBAT SUPPORT GROUP (USAFB)  
APO NEW YORK 09127

[REDACTED]

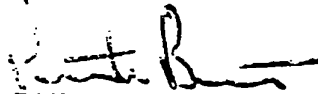
14 June 1983

I am pleased to be able to respond to your request for information dated 7 May 1983. As you may now know, the 513th Combat Support Group provides document management services for Headquarters, Third Air Force. After extensive effort, we are able to successfully answer your four separately directed request for information concerning unexplained lights on 27 December 1980.

It might interest you to know that the US Air Force had no longer retained a copy of the 13 January 1981 letter written by Lt Col Charles I. Halt. The Air Force file copy had been properly disposed of in accordance with Air Force Regulations. Fortunately, through diligent inquiry and the gracious consent of Her Majesty's government, the British Ministry of Defence and the Royal Air Force, the US Air Force was provided a copy for you. We trust this adequately explains the initial inability to provide a favorable response.

As you also asked, we have attached such documentation as we had concerning the processing of your several FOIA requests as of receipt of your 7 May 1983 request.

Sincerely,

  
PETER W. BENTI, Colonel, USAF  
Commander

[ \* The document referred to is not attached. A copy was enclosed with [REDACTED] letter to Mr. Webster d/d 7 November 1983 ]



RAF LIAISON OFFICE  
 Royal Air Force Bentwaters Woodbridge Suffolk IP122RQ  
 Telephone Woodbridge 3737 ext 2338 2557

Mrs P J Titchmarsh  
 Defence Secretariat Div 8a  
 Ministry of Defence  
 Main Building  
 Whitehall  
 London  
 SW1A 2HB

Your reference  
 Our reference  
 BENT/19/76/Air  
 Date  
 30 November 1983

*Dear Pamela*

01209.

The enclosed letter was sent to the Base Commander here, and I forward it for any action you consider necessary.

They didn't teach me about the Sub-Dwarfs Solar System when I studied Astro Navigation at Navigation School!

*D H Moreland*

D H MORELAND  
 Sqn Ldr  
 RAF Cdr

Encl.

I hope you will forgive a letter from a complete stranger but  
wish to express to you a very serious matter.

210012

Around your Base and several more in Suffolk and Norfolk  
you have seven different peoples from outer space planets watching  
every move that is made by your forces. These seven peoples from  
these planets are very kind and advanced cultures and would and  
would like to meet you all from each Airforce base to speak to  
you about many dangers that face our whole planet. I know three  
of these creatures, or peoples very well. Two of them come from  
the main Sequence - Sub-Dwarfs Solar System, a neighbouring Solar  
System in the vicinity of our own Sun. One of these peoples are  
named the Krxyzcs from the second planet out from the Star Kruger 60B  
and the next is the Cock-Et--Tarros the third planet out from  
the star Barnards and one is from our own Solar System Pluto;  
The Plutonions I know well.

Now within the next 3 months perhaps possibly before that  
they will give you a kind of a demonstration to prove to you all  
that they are serious with regard to meeting some of your High  
Ranking Officers. The way they will prove to us is by speaking  
through your sophisticated Radio Systems and at times abducting High  
Ranking Men from your Bases, and they will be doing the same  
in other countries including Russia.

Sir, I beg of you not to make fun of this letter as  
it is the truth as Heaven is my Judge and this matter I can  
help you with.

10/209/1

THE BASE COMMANDER  
U.S. AIR FORCE  
R.A.F. WOODBRIDGE  
SUFFOLK



POSTCODE



THE BASE COMMANDER  
U.S. AIR FORCE

R.A.F. WOODBRIDGE  
SUFFOLK

123

Squadron Leader D H Moreland RAF



**RAF LIAISON OFFICE**

Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ

Telephone Woodbridge 3737 ext 2557

E1047

Mrs P J Titchmarsh  
Defence Secretariat Division 8a  
Ministry of Defence  
Main Building  
Whitehall  
London SW1A 2HB

Your reference

Our reference

BENT/19/76/Air

Date

25 November 1983

*Dear Pam,*

RECEIVED  
- 1 10/209  
- 1 10/209

Thankyou for your letter and enclosure concerning the unexplained lights seen at Woodbridge during December 1980. The incident is now almost 3 years old and no one here remembers it clearly. All we have is Lt Col Halts' letter dated 13 January 1981.

A study of this letter shows that the first sighting was at 0300 hrs on 27 Dec 80 and that the second sighting was on the night of 29 Dec 80.

I have no knowledge of any local constabulary involvement.

*Yours sincerely*

*D H Moreland*

7

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SECRETARIAT DIVISION  
MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB

Telephone 01-218 2638 (Direct Dialling)  
01-218 9000 (Switchboard)

*[Handwritten initials]*

Sqn Ldr D H Moreland RAF  
RAF Liaison Office  
RAF Bentwaters  
Woodbridge  
Suffolk IP12 2RQ

Your reference

Our reference

D/DS8/10/209-1873  
Date

17 November 1983

Dear Squadron Leader

I attach a copy of a letter received from a member of the public following publication of the News of the World reports on the Woodbridge "UFO" sightings.

*[Redacted]* has written twice before on this subject and now alleges that the date given in Lt. Col. Malt's report of the initial sighting as being on 27 December 1980 is inaccurate. I would be grateful for your comments on this.

I would also be grateful if you could discover whether the second sighting mentioned in the report took place on the same night or a subsequent night, and if so, the date of the second sighting.

Yours sincerely

*Pam Fitzmarsh*

P J FITZMARSH (Mrs)

E 100/3

Your ref #/DS8/10/209



P J Titchmarsh  
MoD  
Main Building  
Whitehall  
SW1A 2HB

10/209

1983 November 14

Dear Mrs Titchmarsh,

In response to yours of Nov 10, I have confirmed with Suffolk Constabulary that they were called to the scene of the Woodbridge UFO at 4.11 am on December 26, 1980. They said that all they could see was the lighthouse. They were called out again at 10.30 am on Dec 26 to examine the reported landing marks. There seems little doubt that the date of Dec 27 given in Col Halt's letter (of which I have a copy) is wrong. This also casts doubt on the second date he gives for the later events. If your investigators were looking into events on Dec 29 and 30, as I understand was the case, they were almost certainly concentrating on the wrong day(s). Perhaps the whole case needs re-investigation.

I had hoped not to trouble you again on this subject, but there are a couple of points that perhaps you could clarify for me. Firstly, it is being said that an investigation including confiscation of radar records began before the Halt memo was even written. Do you know this to be true? Secondly, I should be interested to know what your own investigators thought was the probable cause of the "star-like objects" that Col Halt reported in the final para of his letter.

Yours sincerely,







MINISTRY OF DEFENCE  
 Main Building Whitehall London SW1A 2HB  
 Telephone 01-218 (Direct Dialling)  
 01-218 9000 (Switchboard)

File  
 (E98)



Your reference

Our reference  
 D/DS8/10/209-1843

Date

10 November 1983



Thank you for your letter of 26 October and your notes on the Woodbridge UFO case.

My only comment on your explanation of the incident is the date on which the sighting took place. I can only confirm that the date given on the report sent to us by Lt Col Halt was 27 December as stated in the News of the World article. There is, however, little substance in much of that article; there is no confirmation that a UFO landed, there was no question of contact with "alien beings" and no unidentified object was seen on radar.

The report was handled in the Ministry of Defence in accordance with normal procedures ie it was passed to staff concerned with air defence matters who examine such reports to satisfy themselves that there are no defence implications. In this instance MOD was satisfied that there was nothing of defence interest in the alleged sightings.

As regards the question of releasing files, I explained in my letter of 19 October that Ministry of Defence files are subject to the Provisions of the Public Record Acts and are not therefore released to the public until 30 years have elapsed after the last action taken on them. I am aware of any precedent set in the past with regard to the release of UFO files in this country. I am sorry, therefore, that we cannot accede to your request.

*Yours sincerely,*  
 P.J. Titchmarsh

P J TITCHMARSH (Mrs)

127

7th November, 1983

B.M. Webster, Esq.,  
Head of DS8,  
Ministry of Defence,  
Main Building,  
Whitehall, SW1

Dear Webster,

You'll find if you check your records that I occupied that 'hot seat' of yours in DS8 from 1969 to 1972 (subsequently retiring as AUS(L) in 1977). So I'm not writing to you in any frivolous expectation that you'll have much time to spare for what may well strike you as a relatively unimportant enquiry - I well remember the rate at which more urgent stuff crosses that desk of yours! But if you can help, I'd be grateful.

I'm currently in touch with Lord Hill-Norton (former CDS) and Patrick Wall MP about that odd report of some alleged 'UFO' nonsense at RAF Woodbridge and thereabouts in late December 1980. You may have seen the (characteristically) sensational cover which THE NEWS OF THE WORLD gave to this elderly event in their issues of 2nd and 9th October this year. (And for all I know, you were the luckless chap who drafted the written Answer which was given to Patrick Wall on 24th October - if it wasn't DS4 ??).

I merely come into the picture because I'm currently writing a book (pretty cool and sceptical) about the UFO 'thing': it's certainly a phenomenon, at least to the extent that the public continue to work themselves up about it from time to time; my own treatment of it is that it's a pretty example of modern myth in the making (among some other current myths); and I think I've hooked a publisher for this modest essay.

But Peter Hill-Norton has rather set me back on my haunches by taking the Woodbridge 'event' with a degree of seriousness, and I've since seen the full text of the report made by Lt.Col. Halt, Deputy USAF Base Commander, on 13 January 1981. This was released in America earlier this year under the Freedom of Information Act by the Department of the Airforce. The releasing letter astounded me (and Peter Hill-Norton et al.) by saying: "The Air Force file copy had been ... disposed of... Fortunately, through ... the gracious consent of ... the British Ministry of Defence ... the US Air Force was provided with a copy ..."

I wonder if you'd be kind enough (within security limits) to let me know what you can in answer to the following questions.

- a. Did the MOD indeed get a copy of Lt.Col. Halt's report of 13 January 1981?
- b. If so, did it correspond with the attached photocopy which has been released in the US? (Sorry for atrocious copy!).
- c. The report implies either that Halt (et al.) was the subject of hallucinations or that something not explained in the report intruded

(am)  
Answered!  
Au.  
9/11

(66)

into British airspace and 'landed' in British territory on 27 and 29 December 1980. Which of these alternatives does the MOD embrace ?

- d. Neither alternative is particularly comforting. None of us would wish our respected colleagues in the USAF (with control of vital weapons) to be deceived by illusory phenomena; equally, none of us would welcome evidence that British airspace and territory can be intruded upon with impunity. Whichever of the two views the MOD adheres to, what steps have been taken since Lt.Col. Halt's report was received ?

My apologies again for troubling you with these questions. My immediate interest is the one I've mentioned: I'm writing a book. But it seems to me that broader questions are involved. Somebody or other may well decide to press them further in the public arena. I hope (and, as a former Head of DS8, I believe !)

that ~~that~~ reasonable answers can be given.

[REDACTED]

[REDACTED]

[REDACTED]

Enclosure: Photocopy of report dated 13 January 1981

REF ID: A111111  
CU

13 Jan 81


Subject: Unexplained Lights

RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 100' off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

Document #5



Am (EQ 43)

MINISTRY OF DEFENCE WHITEHALL LONDON SW1A2HB

TELEPHONE 01-218 9000  
DIRECT DIALING 01-218 6169

D/S of S/210/83

November 1983

MINISTRY OF DEFENCE  
D.S.8  
- 4 NOV 1983  
FILE 16/209

*Mr. Kelly*

Internals:

~~Head~~ of DS8  
D of Ops (A Def) (RAF)

Thank you for your letter of 19th October enclosing the one attached from your constituent, [REDACTED]

I can assure you that there is not a grain of truth in the allegation that there has been a "cover up" about alleged UFO sightings.

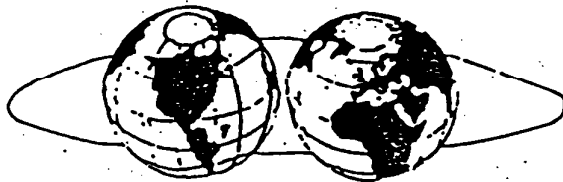
As you will recall from your time as Minister for the Royal Air Force, reports of alleged sightings are examined by operations staff to see whether there is any interest from a defence point of view. No such interest was found in the case of the incident reported in the "News of the World" of 2nd October, or in any of the other sightings reported in the UK. In the "News of the World" incident there was in fact no question of any contact with "alien beings", nor was any unidentified object seen on radar.

My Department's interest remains solely in the implications for the air defence of the UK, as you may have seen in John Stanley's answer in the House on 24th October (copy attached) to a question about the "News of the World" report.

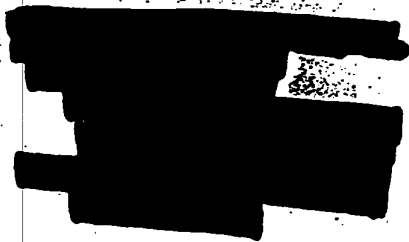
*Michael Heseltine*  
Michael Heseltine

The Rt Hon Merlyn Rees MP

E96



Mr Merlyn Rees M.P.  
/o House of Commons,  
Westminster,  
London.  
6/10/83.



Dear sir,

As an investigator for the Yorkshire UFO Society I have been investigating the UFO phenomenon for the past two years in and around the Batley-Morley area.

I have recently read with great interest the articles which appeared in the News of the World on October 2nd and October 9th regarding a UFO which landed in Suffolk and was "covered up" by the Ministry of defence.

These two articles only confirm what has been widely believed for some time, and that is that the M.O.D are involved in a tremendous "cover up" on all UFO phenomenon in the British Isles.

It is on this matter of a "cover up" that I urge you to raise the question of why the M.O.D are "covering up" information pertaining to UFOs, in the House of Commons at the first opportunity on my behalf.

As a public organisation the Yorkshire UFO Society believes that the general public have the right to know the truth about UFOs, and I feel it is about time the M.O.D came clean and stopped this silly charade when saying they have no official interest in UFOs, but they still continue to hide the truth from the public.

Only when more voices are aired against the M.O.D cover up, then and only then will they release all the information they have been suppressing for years.

Hopefully you will be able to help me with my request for the release of information and I hope to hear from you soon.

Yours Sincerely



24 OCTOBER 1983

Col. 62

EG

95

**RAF Woodbridge (Alleged Incident)**

Sir Patrick Wall asked the Secretary of State for Defence (1) if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge;

(2) whether, in view of the fact that the United States Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom;

(3) how many unexplained sightings or radar intercepts have taken place since 1980.

Mr. Stanley: I have seen the memorandum of 13 January 1981 to which my hon. Friend refers. Since 1980 the Department has received 1,400 reports of sightings of flying objects which the observers have been unable to identify. There were no corresponding unexplained radar contacts. Subject to normal security constraints, I am ready to give information about any such reported sightings that are found to be a matter of concern from a defence standpoint, but there have been none to date.

MINISTRY OF DEFENCE  
D.S. 8  
31 OCT 1983  
FILE 10/209

(291)

Mrs P J Titchmarsh  
MoD  
Whitehall SW1A 2HB

1983 October 26

Dear Mrs Titchmarsh,

Thank you for your letter of October 19. In response I enclose a paper summarizing my own investigations into the Woodbridge UFO case. You will see that I have painted a rather different picture from that in the News of the World. If anyone has any comments on this paper, I should be pleased to hear them.

I appreciate that it is not normal practice to release MoD files, but I understand that the precedent has been set with regard to one or two files of UFO cases. In view of the continuing public interest in the Woodbridge case, plus the need to prevent an awful lot of wasted time if there really is a straightforward solution, I would hope that an exception can be made. I for one would accept a censored account of the conclusions. If your office does reconsider lifting the veil of secrecy over this case, I do hope you will let me know immediately.

Yours sincerely,





1983 October 18

Tel: 01 - 568 6100

AN EXPLANATION OF THE WOODBRIDGE UFO - A SUMMARY

On October 2, 1983, the News of the World reported the alleged landing of a UFO outside RAF Woodbridge in Suffolk at Christmas 1980. Prime documentary evidence of the event consists of a letter from the deputy base commander, Charles I. Halt, which was published by the News of the World. The News of the World also interviewed an eye witness, a former security guard given the pseudonym of Art Wallace.

In outline, the story is that two patrolmen reported seeing unusual lights in the sky at 3 a.m. Subsequently they reported seeing a strange object among the trees of a nearby forest that pulsed and "illuminated the forest with a white light". Next day, three depressions in the ground were found. Later that night, the colonel himself was witness to a "sun-like light seen through the trees" and three star-like objects in the sky.

The facts of the matter are these:

1. The date of December 27 given in the NoW is evidently wrong. Police records reveal that they were called to the scene at 4.11 a.m. on December 26. They have no record of any further calls on December 27 or thereafter.
2. Records of the British Astronomical Association's meteor section show that at 2.50 a.m. on the morning of December 26, 1980, a brilliant fireball (a piece of natural debris from space) burned up in the atmosphere over southern England. Witnesses reported it as being comparable in brightness to the Moon, which was then three-quarters full. Anyone seeing this spectacular event could easily conclude that an object was crashing to the ground.
3. Shortly after publication of the NoW story, local forester Vincent Thurkettle realized that a line drawn from the back gate of RAF Woodbridge through the alleged UFO landing site points directly towards the lighthouse at Orford Ness. On the night of October 6-7 1983 Ian Ridpath visited the site with Mr Thurkettle and confirmed that the pulsating lighthouse beam does indeed appear to hover among the trees near ground level and lights up the forest with a white light. Although the lighthouse is 5 miles away, it is so brilliant that it appears much closer. An observer moving through the forest could easily conclude that the pulsating lighthouse was also moving. If a UFO had been present as well as the lighthouse, the witnesses should have seen not one but two pulsating lights in their line of sight.

continued -

The flashes from the lighthouse were videotaped by a BBC camera crew for an item transmitted on Breakfast Time TV. In an interview in The Times on October 3, Mr Thurkettle noted that the site was covered with 75-ft-high pine trees 10 ft apart at the time of the alleged landing. He attributed the indentations in the ground to rabbits.

4. When local police arrived at the scene on the night of the alleged landing they found nothing untoward. According to the police account, the only lights they could see were those of the Orford lighthouse. Next day they examined the indentations in the forest and concluded that they were probably made by an animal. Air Traffic Control received reports of "aerial phenomena" over southern England that night. By coincidence, in addition to the 3 a.m. fireball, the Russian Cosmos 749 rocket had re-entered the atmosphere over southern England at 21.07 on the night of December 25, and was widely seen.

5. Although it is not clear from the NoW account, it seems that the last paragraph of Col. Halt's letter refers to events on the following night. He says: "A red sun-like light was seen through the trees. It moved about and pulsed." Either this is the lighthouse again, or we are asked to believe that a second UFO landing occurred on the same site. Col. Halt's "star-like objects...10 degrees off the horizon" were probably just that - stars. The reported "angular movements" are attributable to movements in the observer's eye (the autokinetic effect, familiar when watching a stationary star) and the "green and blue lights" are an effect caused by simple twinkling when a star is low in the sky. The object to the south that remained visible for 2 to 3 hours and which "beamed down a stream of light from time to time" is almost certainly Sirius, the brightest star in the sky. red. /

Conclusion: Observers who interpreted the 2.50 a.m. fireball as a craft descending into the forest outside RAF Woodbridge might subsequently regard the unexpected appearance of the lighthouse as the same object that had landed. Once they were convinced that something strange was happening, the witnesses could then easily misinterpret other natural phenomena as UFOs. Such behaviour is common in UFO cases. In short, the details of this case for which a reliable account exists are subject to straightforward, rational explanation.

NB: These notes are for private circulation only and are not for publication or quotation without the express permission of the author.

 1983 October 18

HANSARD EXTRACT

24 OCTOBER 1983

Col. 62

61229  
E89  
+2

**RAF Woodbridge (Alleged Incident)**

Sir Patrick Wall asked the Secretary of State for Defence (1) if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge;

(2) whether, in view of the fact that the United State's Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom;

(3) how many unexplained sightings or radar intercepts have taken place since 1980.

Mr. Stanley: I have seen the memorandum of 13 January 1981 to which my hon. Friend refers. Since 1980 the Department has received 1,400 reports of sightings of flying objects which the observers have been unable to identify. There were no corresponding unexplained radar contacts. Subject to normal security constraints, I am ready to give information about any such reported sightings that are found to be a matter of concern from a defence standpoint, but there have been none to date.

M1

KT (288)  
+1

Priorities

This non-oral question has been allocated to Minister(AF) for answer.

2. Would you please supply a draft reply and background note, together with any relevant Hansard extracts and Press cuttings, to reach this office at the time shown on the front cover.
3. Please submit a copy of the draft answer to PS/USofS(AF) when returning this, allowing sufficient time for USofS(AF) to comment.

[REDACTED]  
Office of Minister(AF)  
Room 6386 Main Building  
Extension [REDACTED]

21-10-83

M2

APS/Minister(AF) (thro' DUS(Air))

Copy to:  
APS/US of S(AF)  
Ops(GE)2(RAF)

1. I have placed opposite a draft reply to PQ 7607C.
2. The same background note has been provided for PQ 7608C and PQ 7609C.

21 October 1983

[REDACTED]  
[REDACTED] DS 8  
MB 7257 [REDACTED]

138

PQ 7067C

ES87

SIR PATRICK WALL (CONSERVATIVE) (BEVERLEY)

Sir Patrick Wall

- To ask the Secretary of State for Defence, if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge.

SUGGESTED ANSWER (Mr Stanley)

Yes.

Background Note

(86)

These three questions follow from the News of the World article of 2 October 1983 (Annex A) describing an alleged UFO sighting by USAF personnel at RAF Woodbridge in Suffolk on 27 December 1980.

The report of 13 January 1981 (Annex B) examined by the Air Staff and DS 8. It was concluded that there was nothing of defence interest in the alleged sighting.

There was, of course, no question of any contact with "alien beings" nor was any unidentified object seen on any radar recordings, as alleged in the News of the World.

A BBC investigation into the incident following publication of the News of the World Article concluded that a possible explanation for the lights seen by the USAF personnel was the pulsating light of the Orfordness lighthouse some 6 - 7 miles away.

The sole interest of the MOD in UFO reports is to establish whether they reveal anything of defence interest (eg intruding aircraft). MOD investigations are not pursued beyond the point at which we are satisfied that a report has no defence implications. No attempts are made to identify and catalogue the likely explanation for individual reports.

Last year, Lord Long, during a debate initiated by the Earl Clancarty, said that he would look into the possibility of publishing such reports as are received by the Ministry of

Defence. US of S(AF) has now decided to release compilations of reports. They will be published on a quarterly basis and will be available to members of the public, at a small charge to cover costs. US of S(AF) had planned to make an announcement shortly in the House of Lords through an arranged PQ. Pending arrangements for an announcement in the Lords, US of S(AF) has agreed that we should indicate the decision in the Commons.

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## UFO Sighting Reports: Security

The Earl of Cork and Orrery: My Lords, I beg leave to ask the Question which stands in my name on the Order Paper.

The Question was as follows:

To ask Her Majesty's Government how many of the 2,250 sightings of UFOs reported to the Ministry of Defence in the years 1978-81 were, and still are, classified for reasons of security.

Viscount Long: None, my Lords.

The Earl of Cork and Orrery: My Lords, I thank my noble kinsman for that Answer. May I ask him two questions? First, what did he mean when he said in his Answer on, I think, 4th March that reports of sightings that were considered to be of interest to defence were in fact classified? Secondly, what procedures may be open to individuals or organisations who would like to see the reports?

Viscount Long: My Lords, with regard to the latter part of my noble friend's supplementary question, there is no reason why he should not come and see the reports. Not many of them come in because not many people actually report sightings. There is no cover up in that respect. As for the first part of my noble friend's supplementary question, I stick to what I said earlier.

The Earl of Kimberley: My Lords, can my noble friend say why, when I previously asked a supplementary question, he said that the figures had got lost in the way to the Ministry, whereas today he says that they are there and available for anyone to see? Can he therefore place them in the Library for all of us to see?

Viscount Long: My Lords, I will look into that and find out whether it is possible for your Lordships to see them. I should like all of your Lordships to see them in the Library, if possible.

Lord Strabolgi: My Lords, may I ask the Government whether they think that any of these UFOs are manned spacecraft coming from a planet outside the solar system, as is believed by the "ufologists"?

Viscount Long: My Lords, the noble Lord can believe that; anything is possible.

Lord Shinwell: My Lords, do I understand that the noble Viscount the Minister in his reply to the original question does not deny that UFOs exist? Is it possible to use the word "possible" very carefully, but

liberately- that all the information is well-known to the Ministry of Defence, but that for diplomatic and other reasons it is not prepared to make an announcement?

Viscount Long: No, my Lords, it is not prepared to make an announcement because it has not got the facts to make an announcement with authority behind it.

Lord Beswick: My Lords, the Question asks about 2,250 sightings. The noble Viscount says that there are very few sightings reported to the Ministry of Defence. Does that mean to say that the figure in the Question is incorrect?

Viscount Long: No, my Lords, it was on the original assumption that there are probably many sightings that are not reported to the Ministry of Defence. That is what I was really referring to. Therefore, at this stage what we have said is that we have got.

Lord Beswick: My Lords, I should like to clear up that point. The Question refers to 2,250 sightings "reported" to the Ministry of Defence. The Question I was asked was, "Is that figure correct, or not?"

Viscount Long: That is correct, my Lords, up to this moment.

Lord Wade: My Lords, may I ask which Ministry is responsible for UFOs?

Viscount Long: None, my Lords. Reports come into the Ministry of Defence, and anyone can take them from there.

Viscount St. Davids: My Lords, has anybody yet found an empty beer can marked, "Made in Centaurus", or any similar object? Until they have, will the Ministry deal with these matters with very considerable scepticism, please?

Viscount Long: My Lords, I am not the Minister for conservation, if it is a question of beer cans.

Lord Morris: My Lords, if something is said to be unidentified, how can it possibly be said to exist?

Viscount Long: A very good question, my Lords.

Lord Leatherland: My Lords, can the Minister tell us whether any of the unidentified flying objects are Ministers who are fleeing from the Cabinet just now?

Viscount Long: No, my Lords.

The Earl of Clancarty: My Lords, may I ask the noble Viscount whether he is aware of a Ministry of Defence document concerning UFOs, which was published in the July 1978 issue of a journal called *Viewpoint Aquarius*? Furthermore, he is aware that under the heading of "Contacts" there were listed 18 names, and alongside each name there was given the town which was the location of the supposed occurrence? There were also given classifications and a date and time relating to each name. Is the noble Viscount aware that there was a tremendous distribution of the document to other Government departments, and to NORAD and the CIA? I should like to ask whether in this case the word "contacts" means close encounters?

Viscount Long: Yes, my Lords, I have the document here, and it has nothing to do with the Ministry of Defence. It is made up to look rather like a Christmas menu. Its existence in the Ministry of Defence has been denied on television. Someone else has made it up. It is not a Ministry of Defence document—not the way it is made up, like a Christmas menu.



THURSDAY OF LOTUS  
Thursday, 4th March, 1982.

The House met at three of the clock (*Prayers having been read earlier at the Judicial Sitting by the Lord Bishop of Derby*): The LORD CHANCELLOR on the Woolsack.

### British Citizens: Overseas Supplements

Lord Hatch of Lusby: My Lords, I beg leave to ask the first Question which stands in my name on the Order Paper.

The Question was as follows:

To ask Her Majesty's Government how many British citizens received British Expatriates Supplementation Scheme or Overseas Service Aid Scheme supplements in 1979 and in 1981 and what further changes are planned.

The Parliamentary Under-Secretary of State, Foreign and Commonwealth Office (Lord Trefgarne): My Lords, the average number of British citizens receiving British Expatriates Supplementation Scheme or Overseas Service Aid Scheme supplements in 1979 was 4,083. In 1981, the comparable figure was 2,975. The numbers have fallen steadily since 1970 and reductions are expected to continue at about 10 per cent. per annum over the next few years. No changes in terms of service are planned at the moment.

Lord Hatch of Lusby: My Lords, may I ask the noble Lord the Minister whether he has read the Answer given by his colleague to a similar Question which I put in December? The Answer, which I paraphrase, was that the numbers had fallen because local indigenous people had now become sufficiently trained to take those positions. If the noble Lord has looked since at these figures, would he agree that this is not an adequate answer and that this is a deliberate policy by the Government to reduce the number of British citizens who are given supplements to work overseas? Would the noble Lord further agree that this is causing very great difficulty to universities, to technical colleges and to a whole range of national activities in the Commonwealth?

Lord Trefgarne: No, I do not agree with that, my Lords. I have indeed studied the Answer which my noble friend Lord Skelmersdale gave to the noble Lord, Lord Hatch of Lusby, at the end of last year. The reasons which my noble friend then gave remain correct.

Lord Hatch of Lusby: But surely the figures which have been given this afternoon, if I heard correctly, have reduced the number by about 25 per cent. in two years. Does this not entail a great reduction in British influence all over the Commonwealth? And is the noble Lord aware that particularly in universities it is causing very great anxiety and difficulty over the recruitment of the requisite trained staff?

HL 15 M2

Lord Trefgarne: My Lords, the numbers have indeed declined, as I described in the original Answer and as was referred to at the time of the earlier Question at the end of last year. But one has to remember that these schemes are operated in the closest consultation with the various Governments concerned, and they sometimes choose to use the aid funds for other purposes.

### Unidentified Flying Objects: Sightings

3.4 p.m.

The Earl of Clancarty: My Lords, I beg leave to ask the Question which stands in my name on the Order Paper.

The Question was as follows:

To ask Her Majesty's Government how many reports have been received by the Ministry of Defence on unidentified flying objects (UFOs) in each of the last four years, and what action has been taken in each case.

Viscount Long: My Lords, in 1978 there were 750 sightings; in 1979 there were 550 sightings; in 1980, 350 sightings; and in 1981, 600 sightings. All UFO reports are passed to operations staff who examine them solely for possible defence implications.

The Earl of Clancarty: My Lords, while thanking the noble Viscount for that Answer, may I ask him whether or not it is a fact that over 2,000 authenticated UFO reports were published last year in the national press? If so, were they accepted or passed on to the Ministry of Defence? And what happened to them?

Viscount Long: My Lords, they did not all get to the Ministry of Defence. I have just informed your Lordships of the numbers sighted. If the noble Earl is suspicious that the Ministry of Defence is covering up in any way, I can assure him that there is no reason why we should cover up the figures which he has mentioned if they are true. The sole interest of the Ministry of Defence in UFO reports is to establish whether they reveal anything of defence interest—for example, a Russian aircraft or an unidentified aircraft—which might have breached our security systems. That is the sole reason why we are interested in the reports.

Lord Wynne-Jones: My Lords, does the Answer given mean that since there has been a Conservative Government the UFOs have done a U-turn and departed?

Viscount Long: Not according to my reading, my Lords.

The Earl of Kimberley: My Lords, as my noble friend said that 600 UFOs had been officially reported or acknowledged by the Ministry of Defence in 1981, may I ask him how many of those sightings still remain unidentified and were not subject to security, or were Russian aeroplanes, or anything like that?

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Lord Straboigi: My Lords, may I ask the noble Viscount whether the present Government adhere to the view of the previous Government which I put forward when I replied to the debate three years ago in your Lordships' House, that most of these so-called sightings can be accounted for as natural phenomena?

Viscount Long: Yes, my Lords, they can be. Many of them are accounted for in one way or another, but nobody has got a really constructive answer for all of them.

Lord Hill-Norton: My Lords, may I ask the noble Viscount whether or not it is true that all the sighting reports received by the Ministry of Defence before 1962 were destroyed because they were deemed "to be of no interest"? And if it is true, who was it who decided that they were of no interest?

Viscount Long: My Lords, my reply to the noble and gallant Lord—I was wondering whether he was going to say that the Royal Navy had many times seen the Loch Ness monster—is that since 1967 all UFO reports have been preserved. Before that time, they were generally destroyed after five years.

Lord Paget of Northampton: My Lords, can the noble Viscount tell us whether, out of these thousands of sightings which he has mentioned, there has been a single one which suggested any menace to our defences? In the circumstances, is not an awful lot of time being wasted on this nonsense?

Viscount Long: My Lords, I think Her Majesty's Government are waiting for an invitation from them to discuss these problems.

### Mr. Anatoly Shcharansky: Representations

3.9 p.m.

Lord Renton: My Lords, I beg leave to ask the Question which stands in my name on the Order Paper.

The Question was as follows:

To ask Her Majesty's Government whether they are aware that Anatoly Shcharansky has for the past 15 months been undernourished, tortured and frequently placed in punishment cells, and in October 1981 had his prison sentence increased by 3 years for his refusal to plead guilty to a charge of which he has always maintained his innocence; and whether they will request the Soviet Government to state whether they intend to keep him in those uncivilised conditions until he relents or dies.

Lord Trefgarne: My Lords, Her Majesty's Government remain gravely concerned about the plight of Anatoly Shcharansky and are disturbed by recent reports of his ill-treatment. We have raised this case with the Soviet authorities on many occasions, both

meeting: We shall continue to take a close interest in Mr. Shcharansky's case, and to make representations as suitable opportunities arise.

Lord Renton: My Lords, may I thank my noble friend not only for that Answer but for the action which he and the Foreign Office have been and are taking with regard to Shcharansky's plight? May I ask my noble friend whether or not the Soviet Government's failure, as shown by the treatment of Shcharansky and others, to honour their Helsinki undertakings diminishes their credibility in relation to all other matters in which they say they are seeking agreement and on which they would like to be believed?

Lord Trefgarne: If I may say so, my Lords, my noble friend has put his finger on the nub of the problem. How can we believe what they say in negotiations such as the IMF negotiations, the MBFR negotiations as they are called in Vienna, or in any other forum for that matter, when they do not do what they said they would do at Helsinki in 1976?

Lord Shinwell: My Lords, in view of the rumours, which are probably well founded, that Mr. Brezhnev is about to retire, could a message from your Lordships' House be sent to him through the Soviet Embassy wishing him for the remainder of his life—and we hope he has many years left yet—peace and contentment and asking whether, as a gracious act upon his retirement, he will ensure that Mr. Shcharansky is treated as a civilised person?

Lord Trefgarne: My Lords, I would certainly be willing to send another message to the Soviet Union about Mr. Shcharansky if I thought it would have any effect. As to the future of Mr. Brezhnev, I believe that that is a matter for them to decide for themselves.

Viscount Mountgarret: My Lords, would it not help if the western nations ceased providing wheat to the Soviet Union, at a time when they are finding themselves short, until they cease to carry out such inhuman activities against individuals and sovereign States?

Lord Trefgarne: My Lords, the failure of the Soviet agricultural industry is now plain for all to see, but I am not sure that the interests of the West are served by starving them out.

Lord Elwyn-Jones: My Lords, in view of the fact that the treatment of Shcharansky seems to be a serious violation of human rights, has the matter been raised before the sub-commission on human rights at the United Nations?

Lord Trefgarne: My Lords, I am not certain that the matter has been raised before that particular body but certainly it has been raised before all the others I mentioned. There could be a good opportunity for doing as the noble and learned Lord suggests.

Lord Avebury: My Lords, is the Minister aware that Mr. Shcharansky is a very distinguished computer scientist? Will he therefore consider a reduction in

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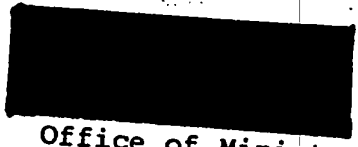
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(E83)

*Priority*

This non-oral question has been allocated to Minister(AF) for answer.

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Office of Minister(AF)  
Room 6386 Main Building

21.10.83

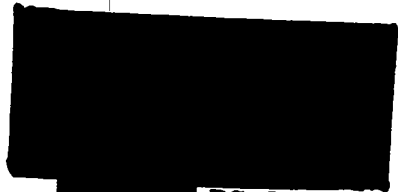
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APS/Minister(AF) (thro' DUS(Air))

Copy to:  
APS/US of S(AF)  
Ops(GE)2(RAF)

1. I have placed opposite a draft reply to PQ 7608C.
2. The same background note has been provided for PQ 7607C and PQ 7609C.

21 October 1983



MB 7257 DS 8

145

C82

PQ 7608C

SIR PATRICK WALL (CONSERVATIVE) (BEVERLEY)

Sir Patrick Wall

- To ask the Secretary of State for Defence whether, in view of the fact that the United States' Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom.

SUGGESTED ANSWER (Mr Stanley)

This has been considered. It is the intention to publish reports.

(81)

Background Note

These three questions follow from the News of the World article of 2 October 1983 (Annex A) describing an alleged UFO sighting by USAF personnel at RAF Woodbridge in Suffolk on 27 December 1980.

The report of 13 January 1981 (Annex B) examined by the Air Staff and DS 8. It was concluded that there was nothing of defence interest in the alleged sighting.

There was, of course, no question of any contact with "alien beings" nor was any unidentified object seen on any radar recordings, as alleged in the News of the World.

A BBC investigation into the incident following publication of the News of the World Article concluded that a possible explanation for the lights seen by the USAF personnel was the pulsating light of the Orfordness lighthouse some 6 - 7 miles away.

The sole interest of the MOD in UFO reports is to establish whether they reveal anything of defence interest (eg intruding aircraft). MOD investigations are not pursued beyond the point at which we are satisfied that a report has no defence implications. No attempts are made to identify and catalogue the likely explanation for individual reports.

Last year, Lord Long, during a debate initiated by the Earl Clancarty, said that he would look into the possibility of publishing such reports as are received by the Ministry of

Defence. US of S(AF) has now decided to release compilations of reports. They will be published on a quarterly basis and will be available to members of the public, at a small charge to cover costs. US of S(AF) had planned to make an announcement shortly in the House of Lords through an arranged PQ. Pending arrangements for an announcement in the Lords, US of S(AF) has agreed that we should indicate the decision in the Commons.



Defence Secretariat Division 6  
**MINISTRY OF DEFENCE**  
 Main Building Whitehall London SW1A 2HS

Telephone 01-218 (Direct Dialling)  
 01-218 9000 (Switchboard)

(P) (E-7)

[Redacted]

Your reference

Our reference  
 D/DS8/10/209

Date  
 19 October 1983

[Redacted]

Thank you for your letter of 9 October concerning the alleged UFO landing near RAF Woodbridge.

I should explain that it is not the policy of the Ministry of Defence to release its files to members of the public. All MOD files are subject to the provisions of the Public Records Act which lay down that in general official files are to remain closed until 30 years have elapsed after the last action taken on them. It would not, therefore, be possible to accede to your request.

I can, however, confirm that no unidentified object was seen on any radar recordings during the period in question and that the News of the World article was inaccurate on this point.

*Yours sincerely*  
 P. J. Titchmarsh  
 P J TITCHMARSE (Mrs)

[Large redacted area]



Defence Secretariat Division 8a  
**MINISTRY OF DEFENCE**  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

(F)  
(E73)



Your reference

Our reference  
D/DS8/10/209  
Date

9 October 1983



Your letter of 2 October has been passed to me for reply.

I can confirm that the Ministry of Defence did receive a report from base personnel of a UFO sighting near RAF Woodbridge on 27 December 1980. (This was the report published by the News of the World on 2 October 1983). The report was dealt with in accordance with normal procedures (ie it was passed to staff concerned with air defence matters who examine such reports to satisfy themselves that there are no defence implications. In this instance MOD was satisfied that there was nothing of defence interest in the alleged sightings. There was no question of any contact with "alien beings" nor was there any confirmation that an object had landed in the forest.

You may be interested to know that the BBC recently carried out its own investigations into the incident and concluded that the UFO was nothing more sinister than the pulsating light of the Orfordness Lighthouse some 6 or 7 miles away through the trees.

*Yours sincerely*  
*P. J. Titchmarsh*

P J TITCHMARSH (MRS)

150



Rm 7230.

DEFENCE  
D.S. 8  
12 OCT 1983

FILE 10/209

RAF Press Office  
Ministry of Defence  
Whitchall  
London SW1A 2HB

01 - 568 6100

1983 October 9

Dear Sirs,

As you may have seen on BBC TV's Breakfast Time programme on Friday October 7, I visited the site of the alleged UFO landing outside Woodbridge Air Force station in Suffolk and found that the pulsating bright light seen among the trees was apparently nothing more alien than the lighthouse at Orford Ness, which does indeed illuminate the forest near Woodbridge with a white light, as the letter from USAF Lt Col Charles Halt describes.

In view of the immense public interest in this case following the News of the World article (and, I believe, further coverage this week), and mindful of the fact that it would be important to establish the lighthouse theory if it is true, I wonder if you would now consider releasing the MoD investigation file on this case, as I understand that you have done with other cases before now? I would certainly be prepared to pay any reasonable administration charge that this might entail.

I should also welcome comments on the apparent radar sighting of a UFO at about the time of the Woodbridge incident.

Yours sincerely,

[Redacted signature]

1209  
I suggest a minor amendment to the depline line.  
70 otherwise fine. Pl. you attend.  
July 6/10. (E66)

News of the World Article on UFOs.

We spoke yesterday about the attached article. I have since instituted investigations and attach a press line and Q&A brief which I propose sending to the DPO. This will hopefully put them on the right track should there be further inquiries.

The News of the World story appears to be one fabrication after another. Lt. Col. Halt has not spoken to anyone from the News of the World nor has he been told his career would be in jeopardy if he talked about the incident. The report has not been classified top secret by the USAF - the only report prepared by the USAF is that contained on our files and which is unclassified!

The alleged interview with Sqn. Ldr. Moreland is also a fabrication. He stated that "to the best of my knowledge Lt. Col. Halt is a very genuine person" but gave no details of any conversation he had had with Halt nor did he say "Whatever it was, it was able to perform feats in the air which no known aircraft is capable of doing."

As regards the information allegedly provided by the former security policeman this is completely untrue. The personnel who went into the forest to investigate the lights went on foot - not in a jeep. Only three patrolmen entered the forest, contrary to the report of more than 200 RAF and USAF personnel being present. There was never any question of alien beings. Nor is there any truth in the statement that "Art Wallace" and others were interviewed.

US authorities did not carry out any such investigations but left MOD to carry out its own investigations.

Ops (GR) has checked the question of radar traces with NATO who have informally stated that nothing was seen on any radar recordings although they did receive a report of a sighting for a civil aircraft.

The unfortunate point about the article is the fact that MOD refused to comment on the grounds that it was a matter for the USAF while USAF were saying it was a matter for MOD - an ideal support to the theory of a MOD cover up!

R  
3/10

LOOSE MINUTE

37  
2

D/DS8/10/209-1386

6 Oct 83

DPO(RAF)

NEWS OF THE WORLD ARTICLE: UFO SIGHTING AT  
RAF WOODBRIDGE

1. Following the coverage given by the News of the World on 2 October 1983 to the alleged UFO Sighting at RAF Woodbridge on 27 December 1980 and the follow-up promised for 9 October we have drawn up a defensive press line and short Q & A brief for use by yourselves.

2. If you receive further enquiries from the press which you are unable to answer from the briefing provided please do not hesitate to contact me. The report in the News of the World that MOD and USAF both referred callers to the other will have done nothing but confirm suspicions widely held in UFO circles that we are engaged in a cover-up!

P.J. Titchmarsh.

P J TITCHMARSH(Mrs)  
DS8a  
MB 7230 2638 MB

Defensive Press Line

I can confirm that the Ministry of Defence did receive a report from base personnel of a UFO sighting near RAF Woodbridge on 27 December 1980. (This report was published by the News of the World on 2 October 1983). The report was dealt with in accordance with normal procedures i.e. it was passed to staff concerned with <sup>our</sup> defence matters who examine such reports to satisfy themselves that there are no defence implications. In this instance MOD was satisfied that there was nothing of defence interest in the alleged sightings. There was no question of any contact with "alien beings".

Q1. Did the US authorities investigate the incident?

A1. No. Once the report had been sent to the Ministry of Defence the US authorities carried out no further investigations. [Investigations of UFO reports in the UK are carried out by the Ministry of Defence; the USAF has no responsibility in such matters].

Q2. Was Col Halt told to keep quiet?

A2. No. Lt Col Halt has not been told to keep quiet about the incident nor has he been informed that his career could be in jeopardy.

Q3. Was the object tracked on radar?

A3. No. No unidentified object was seen on any radar recordings during the period in question.



Earthly beings: Mr Vincent Thurkettle and his dog at the forest site of the Christmas UFO "landing".

# Down to earth approach to a UFO

From Alan Hamilton, Woodbridge

The mission was to seek a close encounter, preferably of the third kind, but any kind would do.

The place was a vast clearing deep in the 10,000 acres of Aldewood Forest, Suffolk, where, according to yesterday's *News of the World*, an alien spacecraft landed at Christmas, 1980, flew among the trees, left imprints on the ground, and vanished only when the United States Air Force from Woodbridge base, half a mile away, came out to investigate.

Witnesses, according to the paper, have since greatly elaborated on the event, speaking of beings in silvery suits who practised levitation.

The first being encountered yesterday was clad in corduroy trousers and black wellingtons. He came, he said, not from outer space, but the Forestry Commission. His name was not the Mekon, but Vincent Thurkettle.

The second being closely resembled a collie dog, and was too busy chasing sticks to levitate.

"This is the site", said the first being, gesturing around a rough acreage of stumps and teigs. "When the UFO is supposed to have landed the whole area was covered by Corsican pines 75ft tall and only 10ft apart. It would have

taken a fair feat of navigation to get among that lot."

He pointed to indentations in the ground that might have been made by the feet of a far-travelled craft. "Rabbits", he said. "They dig for roots."

But, surely, the searchers reported burn marks on the surrounding trees and radiation in the ground?

"The burns were the marks we put on the trees for felling. And as for radiation, a craft from outer space is going to use a far more sophisticated form of propulsion."

A third being, who said he was David Boast, and a gamekeeper, was quoted in the *News of the World* as saying



how cattle panicked near his house on the night in question. "There are no cattle anywhere near here", he told me. "This is a forest."

Neither the first nor the third being could recall anything untoward on the night in question, except that it was Christmas.

## Tory move on holiday vote law

By Our Political Reporter  
The Government is expected to announce next week that it will legislate to give holiday-makers postal votes at the next general election.  
Ministers and MPs were back during the general election campaign by the dissatisfaction of those who were going on holiday on June 9 and not allowed a vote. A flood of resolutions from Tory associ-

## Thatcher third term aims may be restated

Conservative MPs believe that Mrs Margaret Thatcher may soon be stung into restating her determination to lead the party for a third term of office.

This follows several reports suggesting that some MPs are privately expressing the view that she may stand down, an opinion voiced for the first time publicly on Saturday by a leading backbencher, Mr Julian Critchley.

Margaret, those that loathe her and me."

Asked if he was thinking in terms of a successor Mr Critchley replied: "Increasingly so". He went on: "I think she will not run for a third full term in 1987-88."

Questioned later he speculated on possible successors, saying: "If the leadership were to change at this point in time it would be Sir Geoffrey Howe who would be the favourite."

## Hardliners in SNP keep power

The levers of power in the Scottish National Party remain firmly in the hands of the hardline "independence, nothing less" faction. Elections held at the end of the party's forty-ninth annual conference, on the island resort of Rothesay at the weekend, produced almost a clean sweep of the important party offices for the traditionalists.

# Red war of words on our students

By GRAEME GOURLAY

**RUSSIA** is using British university radio stations in a major propaganda campaign.

For the past two years State-run Radio Moscow has been sending tapes of news and arts programmes to most of the 19 campus radio stations run by students.

Many of these stations, which are licensed by the Home Office have broadcast the propaganda tapes unedited. But others have refused to use the heavy-handed and biased reports.

Last week, while Mrs Thatcher was calling on the West to 'fight a battle of

## RUSSIA

ideas' against Communism, two-thirds of the campus radio stations were getting free tapes from Moscow.

Among those sent to Nottingham University were Soviet Viewpoint, Soviet Press Review and Life in the USSR.

Programme controller Jeff Owen said yesterday: 'We get about five tapes a week. We occasionally use them — mainly the arts and cultural programmes. Of course, some is just boring propaganda but other bits are quite interesting.'

Stirling University's manager Doug Morris said the tapes were 'pretty atrocious' but they were used now and then.

But at Kent University, a student spokesman said: 'We were asked by

Radio Moscow if we wanted the tapes and turned them down straight away.'

A typical example is this extract from Soviet Press Review: 'After the deliberate provocation with the South Korean plane it must seem that the Reagan administration has beaten all records of hypocrisy and distortion of facts. Yevgeniy Ruschov says in Pravda.'

Moscow is pouring millions of roubles into its battle with Western broadcasting, spending more in four days jamming the BBC World Service transmissions to the Soviet Union than the BBC Russian service's annual budget.

● Anti-Western propaganda could be beamed on future satellite TV to British homes because of a loophole in international law on copyright.

## SUNDAY PEOPLE

# UFO DID NOT LAND IN SUFFOLK

CLAIMS that a UFO landed in an East Anglian pine forest were dismissed as "pie in the sky," last night.

The mysterious craft is said to have landed near an American Airforce base at Woodbridge, Suffolk, two years ago.

It lit up the whole of nearby Sangham Woods with a dazzling white light.

But when two American airman on guard duty went to investigate,

the "hovering object" suddenly sped away and vanished.

Later, there was talk of silvery beams emerging from a 30ft wide flying saucer, burn marks on trees and strange lines in the ground.

The strange affair is recounted in a new book written by a member of the British UFO Society.

But Forestry Commission officer Vince Thirkettle, who lives near the woods, said: "I carried out my own investigation and I am satis-

fied the so-called evidence was blown up out of all proportion.

"The burns were made by a forester to mark out trees for felling and depressions in the ground looked like rabbit scrapings.

"I have lived and worked in the forest for five years and I've never seen any spacemen. It's more pie in the sky than flying saucers."

A police spokesman said: "American flyers often drop parachute flares which people mistake for UFOs."

(18)

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TT

E65

# I saw UFO land / — American officer

A SENIOR American Air Force officer reported sighting a UFO landing in Suffolk during Christmas 1980, the Ministry of Defence confirmed last night.

Lieut-Colonel Charles L Holt, deputy commander of the USAF 81st Tactical Wing at RAF Woodbridge, told of seeing a "red, sun-like light" near the air base in the early hours of December 27.

A Defence Ministry spokesman said: "There was a 'sighting' by an officer in the USAF. He was off-duty and off the base. He made a report and submitted it via the RAF commander at

Woodbridge to the Ministry of Defence."

Sir John Nott, who became Minister of Defence within a fortnight of the reported sighting, said last night: "I know nothing about it. Certainly I never saw any reports about a UFO landing. I don't believe in UFO's, anyway."

Another former Minister of Defence, Sir Ian Gilmour, said: "I should think this is absolute rubbish."

SUNDAY MIRROR

## FLYING<sup>2</sup> SAUCER 'LANDS IN BRITAIN'

Sunday Mirror Reporter

A FLYING saucer landed on a top secret American air base in an English forest, says an amazing report just released by US air force chiefs.

They say the UFO "ringed with portholes and blue flashing lights" came down on the main runway of USAF Woodbridge, Suffolk.

It zoomed over Tangham Forest three nights in succession, and landed "at least once".

The huge metallic craft was spotted by guards who found deep impressions on the ground. Unexplained radiation was also reported nearby.

The incredible documents, drawn up by USAF Colonel Charles Holt, says the sightings were reported to the Pentagon three years ago.

They have come to light now after the release of classified documents.

Forestry workers yesterday told of "strange, unconfirmed reports" of a UFO in the area.

NEWS OF THE WORLD

## We must<sup>12</sup> be told.

SOMETHING strange happened out there in the forest on that wintry night in December, 1980.

Our fully documented Page 1 report of a UFO landing in Suffolk cannot be shrugged away.

At every turn our investigators met an official wall of silence—yet nobody disputed the basic facts.

Someone in authority, particularly in the Ministry of Defence has the answer.

It is time we were told.

(20)

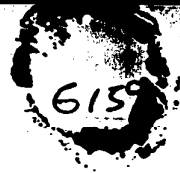
158

15





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS THIRD AIR FORCE (USAFE)  
RAF MILDENHALL, SUFFOLK IP28 8NF



3AF/10/1/Org

Mildenhall 712511 ext 2821

MOD(DS8a)  
Main Building  
Whitehall  
London  
SW1A 2HB

15 Apr 83

MINISTRY OF DEFENCE	
U.S. B	
18 APR 1983	
FILE	15/209

UNIDENTIFIED FLYING OBJECT

Reference:


A. D/DS8/10/209 dated 11 April 1983.

1. Thank you for your letter at Reference and the Enclosure from [redacted]

2. The radar at Upper Heyford did not track an unidentified flying object on 15 March 1983 as alleged. As reported to me the events were as follows:

Just after dusk, a local reporter for the Reading Evening Post telephoned the tower at Upper Heyford and asked if they could see "lights" at the opposite side of the airfield. The controllers assistant, after checking, told the reporter that the duty crew could indeed see the "lights" and that they did not know what they were-but they could have been some airfield lights, traffic within the airfield or traffic outside the airfield. The telephone conversation then terminated.

3. The US authorities at Upper Heyford reiterate that at no time did they track on the airfield radar any unidentified target. It is my belief that the reporter in question did not ask the right questions in the first place and has completely misinterpreted the answer he received.

  
J R DAVIES  
Wg Cdr  
SRAFLO



159



RAF LIAISON OFFICE  
 Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ  
 Telephone Woodbridge 3737 ext 2381 2257

10/209  
 (2)

MOD(DS8c)

(Attn: Mr P D Watkins)

Your reference

Our reference  
 BENT/19/76/Air

Date

9 May 1983

*Dear Peter,*

The UFO sighting in the Rendlesham Forest continues to excite attention. For your information I enclose copies of the latest newspaper articles on the subject.

*Sincerely*

*Ken Mowlam*

# Mystery of alleged UFO landing in forest

CLAIMS that an extra-terrestrial trio with a faulty flying saucer have visited Suffolk are being probed by UFO investigators.

Officialdom, they claim, has drawn a shroud of secrecy around the alleged incident apart from a Defence Ministry letter which has given the probe fresh headway.

## WITNESS

Investigators Dot Street and Brenda Butler are trying to unravel what has become known in UFO enthusiasts' circles as the Rendlesham Forest Mystery.

They say their inquiries have included a graphic

description of the alleged night-time incident given to them by an eye-witness U.S. serviceman. The name of their key witness however is a closely guarded secret they guaranteed him anonymity when he recounted his unearthly claims.

His amazing allegation is that three "entities" were seen with their spacecraft which had landed about two miles from Woodbridge Airbase in a remote part of Rendlesham Forest.

He claims they were about three feet tall, dressed in silver suits and were "levitating" in shafts of light.

The key witness, who has

since returned to the United States, claimed that an un-armed party of base personnel watched the visitors carry out repairs to their craft which later took off.

Dot and Brenda told the Woodbridge Reporter that their 2½ year probe was being hampered by a top level hush-hush policy.

"We have contacted the USAF and the Ministry of Defence time and time again but they just will not tell us anything," said Dot, who is area investigator for the British UFO Research Association.

"They will not deny that anything happened that night, but on the other hand

that will not say much at all about it," she said.

"If it was something to do with an aircraft or anything like that why don't they tell us as much and we would leave it alone . . . all I am a UFO investigator."

## LIGHTS

Last month however the investigation made some headway. The Ministry of Defence conceded in a letter that "unusual lights" were seen near the base at the time of the alleged incident — late December 1980.

The letter said, "I can confirm that USAF personnel did see unusual lights outside the boundary fence in the early morning of December 27, 1980, but no explanation for the occurrence was ever forthcoming."

There was "no question" of there being a cover-up for a crashed aircraft or the testing of "secret devices" — which was suggested by Dot and Brenda.

The letter concluded, "Nor was there any contact with 'alien beings'."

## LETTER

Until the letter was received the Ministry had simply replied to inquiries with a blunt "We cannot help you in your quest" reply, said Dot and Brenda.

A Defence Ministry spokesman told the Woodbridge Reporter that reports of unexplained lights in the area at the time were investigated.

"We are certainly interested in sightings of anything unusual so far as any

concerned. When we have satisfied ourselves through our sources and our own investigations that there was no security implications we are no longer interested.

"In this particular case we were satisfied that that was the case."

A USAF spokesman said, "Everytime I hear about this it becomes more elaborated. All we know is that some people on duty that night saw some lights in the sky which I understand were seen in other parts of the country too.

"We know of nothing else but people always think we are hiding something when we say that, but we are not."

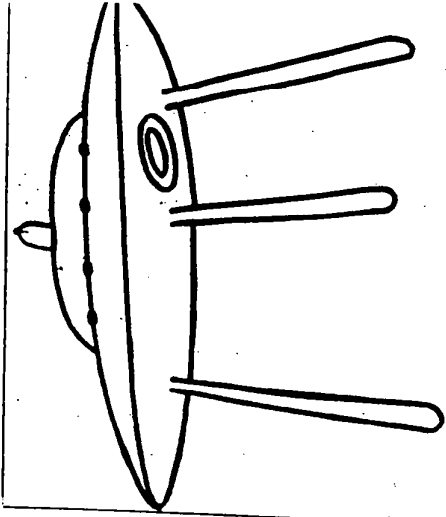
Whatever the answer Dot and Brenda plan to continue their probe and are preparing a book about it which they hope will be published next year. The appeal for information on the alleged incident and guaranteed that all calls would be treated in confidence.

Dot can be contacted on Lowestoft 84606 and Brenda can be contacted on Leiston 830757.

## Slow start by voters

Voting in the Woodbridge area got off to a slow start in yesterday's local government elections, and the area's tradition of a low turn-out at such polls looked set to be upheld.

All the results will be published in next week's issue of the Woodbridge



A copy of the eye witness's drawing of the craft he claimed to have seen in Rendlesham Forest. Estimated width was 30 feet.



Brenda Butler (left) and Dot Street on the site of the alleged landing of the space ship in Rendlesham Forest.

WOODBRIDGE REPORTER  
Friday, 6 May 83  
FRONT PAGE

# Duo still on trail of mysterious 'U.F.O. landing' in forest

CLAIMS that an extra-terrestrial trio with a faulty flying saucer have visited Suffolk are being probed by UFO investigators.

Officials they claim, has drawn a shroud of secrecy around the alleged incident near the RAF base at Woodbridge... but now a Defence Ministry letter has given the probe fresh headway. The Ministry has conceded that "unusual lights" were

has become known in UFO enthusiasts' circles as the Rendlesham Forest Mystery.

They say their inquiries have included a graphic description of the alleged night-time incident given to them by an eye-witness U.S. serviceman. The name of their key witness however is a closely guarded secret... they guaranteed him anonymity when he recounted his unasharply claims.

His amazing allegation is that three "entities" were seen with their spacecraft which had landed about two miles

investigator for the British UFO Research Association.

"They will not deny that anything happened that night, but on the other hand they will not say much at all about it," she said.

"If it was something to do with an aircraft or anything like that why don't they tell us as much and we would leave it alone... all I am is an UFO investigator."

Until the letter was received the Ministry had simply replied to inquiries with a blunt "we cannot help you in your quest" reply, said Dot and Brenda.

A Defence Ministry spokesman told the Star that reports of unexplained lights in the area at the time were investigated. "We are certainly in-

terested in sightings of anything unusual in so far as any security implications are concerned. When we have satisfied ourselves through our sources and our own investigations that there was no security implications we are no longer interested.

"In this particular case we were satisfied that that was the case."

Whatever the answer Dot and Brenda plan to continue their probe and are preparing a book about it which they hope will be published next year. They appealed for information on the alleged incident and guaranteed that all calls would be treated in confidence. Dot can be contacted on Lowestoft 84606 and Brenda can be contacted on Leicester 630757.

A USAF spokesman said, "Everytime I hear about this it becomes more elaborated. All we know is that some people on duty that night saw some lights in the sky which I understand were seen in other parts of the country too.

"We know of nothing else but people always think we are hiding something when we say that, but we are not."

## Story by JOHN GRANT

seen near the base at the time — late December 1980.

The letter said, "I can confirm that USAF personnel did see unusual lights outside the boundary fence in the early morning of December 27, 1980, but no explanation for the occurrence was ever forthcoming."

### Mystery

There was "no question" of there being a cover-up for a crashed aircraft or the testing of "secret devices".

The letter concluded, "Nor was there any contact with 'alien beings'".

But Suffolk investigators Dot Street and Brenda Butler are still trying to unravel what

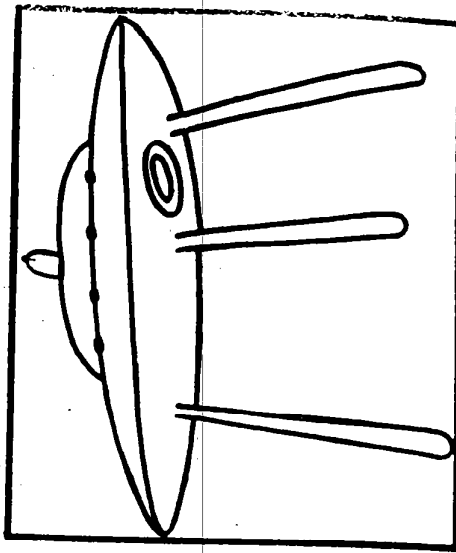
from the Woodbridge airbase in a remote part of Rendlesham Forest.

He claims they were about three feet tall, dressed in silver suits and were "levitating" in shafts of brilliant light.

The key witness, who has since returned to the U.S., claimed that an unarmed party of base personnel watched the visitors carry out repairs to their craft which later took off.

Dot and Brenda told the Star that their 2 1/2 year probe was being hampered by a top level hush-hush policy.

"We have contacted the USAF and the Ministry of Defence time and time again but they just will not tell us anything," said Dot, who is area



● The witness's drawing of the craft he claimed to have seen in Rendlesham Forest. Its estimated width was 30 feet.

● Brenda Butler, left, and Dot Street on the site of the alleged landing of the spaceship in Rendlesham Forest.



MINISTRY OF DEFENCE Defence Secretariat Division 8a  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 2638 (Direct Dialling)  
01-218 9000 (Switchboard)

Wg Cdr J Davies  
SRAFLO  
RAF Mildenhall  
Suffolk  
IP28 8NF

Your reference

Our reference

D/DS8/10/209 -1401

Date

13 May 1983

Dear Jan

INCIDENT AT RAF WOODBRIDGE - DECEMBER 1980

1. Following our telephone conversation about the incident at RAF Woodbridge on 27 December 1980 I wrote to Miss Randles and I attach a copy of my letter.
2. You will see that she has now written again seeking further information about the incident and in particular has requested a copy of the report held on our files. The only report we have is that prepared by Lt Col Halt the Deputy Base Commander at RAF Woodbridge and I am therefore writing to ask you to seek the views of the USAF to disclosure of that report or a sanitised version of it. If the USAF would only be prepared to allow release of a sanitised version it would be helpful to know which parts they would wish me to delete. In addition, I would be grateful to know whether the USAF would be willing for me to say that they did investigate the incident.
3. Thank you for your assistance with the recent UFO correspondence.

Yours ever  
Pam.

P J TITCHMARSH (MRS)

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DEPARTMENT OF THE AIR FORCE

HEADQUARTERS THIRD AIR FORCE (USAF)

RAF MILDENHALL, SUFFOLK IP28 9NT  
DEFENCE

J.S.8  
23 MAY 1983

FILE 10/209

E6/3

E6

3AF/12/Org

Mildenhall 712511 ext 2821

MOD(DS8)  
Main Building  
Whitehall  
London  
SW1A 2HB

18 May 83

INCIDENT AT RAF WOODBRIDGE - DECEMBER 1980

References:

- A. D/DS8/10/208 dated 13 May 1983.
- B. Telecon Davies/Titchmarsh PM 17 May 1983.

1. Thank you for your letter at Reference A and Enclosures. I said in the telephone conversation at Reference B that it will be some little time before we can get a decision on the release of the report by Lt Col Holt. In fact, the decision to allow the release might have to come from Secretary of State for Defence's office particularly if any security or intelligence implications are read into the reported sighting.

2. I will let you know of developments as they occur.

*J R Davies*  
J R DAVIES  
Wg Cdr  
SRAFLO



READY THEN

READY NOW

164



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 (Direct Dialling)  
01-218 9000 (Switchboard)

File.



Your reference

Our reference  
D/DS8/10/209-1270  
Date

13 April 1983



Thank you for your recent correspondence on the subject of UFOs.

As regards your offer to summarise the reports held by this Department there really is very little to summarise. I attach a copy of a blank report form showing the type of information we require together with a couple of examples of completed reports (with the name and address of the informant deleted for reasons of confidentiality). I am sure you will agree that, although we hold a large number of reports, each one is indeed very brief.

Turning now to your interest in the sighting at RAF Woodbridge in December 1980, I can confirm that USAF personnel did see unusual lights outside the boundary fence early in the morning of 27 December 1980 but no explanation for the occurrence was ever forthcoming. There is however, no question of the account being a cover-up for a crashed aircraft or testing of secret devices as you suggest, nor was there any contact with "alien beings".

I understand that an article on the Woodbridge sighting has been published in the magazine "OMNI" (Vol 5 No.6) in which you may be interested.

*Yours sincerely*  
P.J. Titchmarsh.  
P J TITCHMARSH (Mrs)

LOOSE MINUTE

6121

D/DS8/10/209 -1178

Ops(GE)(RAF)

UFO SIGHTING - RAF WOODBRIDGE DECEMBER 1980

1. You may recall that in December 1980 two USAF security patrolmen saw unusual lights at the back gate of RAF Woodbridge and on investigation found a brightly lit triangular object either hovering or on legs.
2. You began investigations into the incident and suggested asking the USAF for tape recordings (your D/DD Ops(GE)/10/8 of 16 Feb 81 refers) but unfortunately our files do not appear to show the outcome of your investigations.
3. I attach a copy of a letter received from one of our more regular UFO correspondents in which she seeks advice as to the Ministry's position on this incident. I am inclined to say that we are aware of the incident, that we made investigations but that we could find no explanation for the lights. Is this a true reflection of the facts or did we, in fact, come up with anything more substantive?
4. Any help you could give in replying to Miss Randle's letter would be much appreciated.

Mar 83

P. J. Titchmarsh.

P J TITCHMARSH (Mrs)  
DS8  
MB 7230 2638 MB

166



February 28 1983

Dear Mrs Titchmarsh,

Further to your letter to me of 20 January 1983 (your ref: D/DS8/10/209); the subject UFOs. I trust you have received my subsequent letter to this (addressed to Peter Watkins) wherein I suggested that you might consider lodging the files you hold with a recognised scientific establishment. Here they could be accessible (an arrangement) to serious researchers, and their use could be adequately controlled. I really think this makes sense because the volume of data you must hold would make it very difficult to release other than summaries in printed form and often access to the full materials might be essential for scientific study.

A number of possible sources for locating these files, eg a university, come to mind. Indeed there have been a number of interested responses to the article on UFOs by myself and Peter Warrington (New Scientist, 10 Feb 1983) to which I refer you for illustration of my, hopefully, serious and non-sensationalist position on this topic.

I am well aware that to you UFO data is barely of interest and, as it does not seem to directly impinge on defence implications, of relatively low priority. However, I hope you also see that whilst 90% of these reports are unquestionably explicable there are reports that seem to offer probative data to scientists. Work that you, of course, have neither the facilities nor the resources to handle. It should be your concern that you hold this data, faithfully reported by individuals who would like something done. And I am delighted at your decision to make the material accessible for research.

Presumably it will be in your interests to cultivate a mood whereby UFO reports are not made to you, but to a scientific establishment (another advantage of lodging the files there). You could naturally rely upon the UFO community to transmit reports to you which might suggest defence implications. That is, if you are fair by serious investigators serious investigators will naturally be fair by you. And we too, of course, have the interests of Britain at heart and would not wish you to be unaware of any cases that might involve defence implications. Even though, as you have pointed out to me previously, none of your studies so far have produced such implications.

You have promised to advise me when you have taken a decision to release data, which is why I was somewhat surprised to learn that you have supplied to some colleagues of mine in Bristol data on cases in South Wales. I would, therefore, very much like an update on the current position please. For the last few years whilst writing to you I have stressed that I want to help put across your true position to the public (with which I have some influence as a full-time writer of UFO books and articles). But for this purpose I do need your help in return, of course. I see from the current issue of FLYING SAUCER REVIEW, for example, that much is said about your alleged cover-up and it is towards correcting this view with the facts (if you will openly give them) that I am concerned. Hence my previous requests to be granted access to the data prior to release so that I might present a fair review in the UFO literature and defuse such commentary.

Finally, on the question of defence implications, I would wish to advise you of an accretion of data concerning an incident which appears to have taken place at the US Air Force base at Woodbridge, Suffolk, in December 1980. It is of some concern to me that you have not been able to offer any statement on this event, because on face value the evidence does suggest that somebody is hiding something.

Now I have published some of the material supplied to me (and gathered myself) in the UFO literature, primarily because in lieu of any other reason I believe the information should be told. But understand my position here. I have no wish to do anything injurious to British defence and if I was offered any reason (however roundabout) which suggested the case should simply be dropped then I would do so. For example, it is possible that the UFO story is covering either an accident or

test of some secret device (either by British or American sources). Therefore, to continually stress this in a UFO context (which is how it has been reported) and yet inevitably have to mention such non-UFO explanations as these possibilities might be against this nations interests. Yet what else can I do, since I have no such reason to argue in this way and feel myself duty bound to discuss the matter in case it genuinely has gone un-noticed and yet may be of potential importance?

Very briefly, on this case, we have first-class hard evidence (which we could of course give to the national press but have had no desire to so do) that something occurred (during the last three days of the month, possibly December 29, 1980). This includes evidence of radar tracking of the unexplained object, its 'landing' in Rendlesham Forest and a number of independant testimonies that relate to a quite fantastic account of what supposedly happened after that. It is impossible for me and the couple of other people in possession of these full facts not to accept that a genuine event did occur and naturally we are more than a little concerned that (a) it has not been admitted to and (b) you profess to know nothing about it.

As I said, the evidence is strong (almost, I might say, categorically probative) and could (if we chose to discuss the full facts in the right way outside the limited circukation we have done so far) lead to quite an outcry about cover-ups. Personally, I believe you must have very good reason for doing what you are doing about this incident, and that may have nothing to do with UFOs per se. However, please see my position and recognise my dilemma. I want to do the right thing.

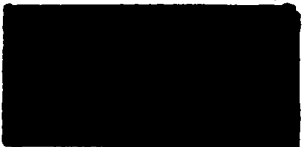
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I would add that the story behind these events indicates that there was contact between military sources and an other intelligence (which is not alien spaceships in the nuts and bolts sense) but which is an indigenous intelligence to planet earth which in fact is way beyond us in terms of most capacities and therefore represent the real rulers of our world.

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The UFO subject is complex and to represent it fairly very difficult. I so very much do want to do the right thing. But I am beginning to doubt if I am doing the right thing. Can you offer any advice?

Yours sincerely,





MINISTRY OF DEFENCE  
 Main Building Whitehall London SW1A 2HB  
 Telephone 01-218 2638 (Direct Dialling)  
 01-218 9000 (Switchboard)

FILE  
 E122  
 +1

Wg Cdr J Davies  
 SRAFLO  
 RAF Mildenhall  
 Bury St Edmunds  
 Suffolk

Your reference

Our reference  
 D/DS8/10/209-1177

Date

15 March 1983

Dear Sir

UFO SIGHTING - RAF WOODBRIDGE DECEMBER 1980

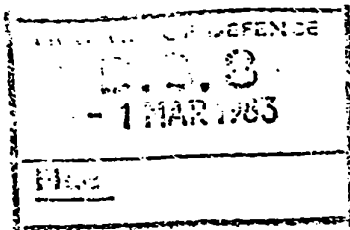
I attach a copy of a letter received from one of our more regular UFO correspondents regarding an incident at RAF Woodbridge in December 1980. I also attach a copy of the USAF report prepared after the incident.

I would be grateful if you could ascertain how far the USAF investigated the incident and what were the outcome of these investigations. I would also be grateful if you could find out what has been the USAF's public line on the incident and whether they have denied knowledge of it as suggested by Miss Randles.

Any help you can provide in replying to [redacted] letter would be much appreciated.

Yours sincerely  
 Pam Titchmarsh

P J TITCHMARSH (MRS)



February 28 1983

Dear Mrs Titchmarsh,

Further to your letter to me of 20 January 1983 (your ref: D/DS8/10/209); the subject UFOs. I trust you have received my subsequent letter to this (addressed to Peter Watkins) wherein I suggested that you might consider lodging the files you hold with a recognised scientific establishment. Here they could be accessible (on arrangement) to serious researchers, and their use could be adequately controlled. I really think this makes sense because the volume of data you must hold would make it very difficult to release other than summaries in printed form and often access to the full materials might be essential for scientific study.

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Yours sincerely,



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 81ST COMBAT SUPPORT GROUP (USAF)  
APO NEW YORK 09755



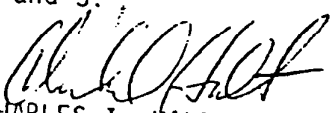
REPLY TO  
ATTN OF: CD

13 Jan 81

SUBJECT: Unexplained Lights

TO: RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.
2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.
3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.

  
CHARLES I. HALT, Lt Col, USAF  
Deputy Base Commander

172



MINISTRY OF DEFENCE  
Main Building Whitehall London SW1A 2HB  
Telephone 01-218 2638 (Direct Dialling)  
01-218 9000 (Switchboard)

E2

Squadron Leader D H Moreland  
RAF Commander  
RAF Bentwaters  
Woodbridge  
Suffolk IP12 2RQ

Your reference

Our reference  
D/DS8/75/2-794

Date

9 November 1982

Dear Squadron Leader Moreland

1. Thank you for your letter (Bent/19/76/Air) of 25 October and the attached article from 'The Unexplained' (the author is in fact one of my regular correspondents).
2. MOD's line on UFO's is as follows:-
  - a. Our sole interest in the UFO sightings reported to us is to check whether they have any relevance to the air defence of the UK.
  - b. Reports are referred to staff concerned with the air defence of the UK who examine them as part of their normal duties. Once they are satisfied that the sighting has no defence implications, they do not attempt to make a positive identification of the object.
  - c. While we recognise that there are many strange things to be seen in the sky, we believe that there are perfectly natural explanations for them - satellite debris, aircraft lights, etc. - and that there is no need to advance the hypothesis of alien spacecraft to account for them.
3. Concerning the Bentwaters UFO in particular, I suggest that you adopt the following line:
  - a. I understand that MOD did receive a report from base personnel of a UFO sighting near RAF Bentwaters on 27 December 1980. The report was dealt with in accordance with the normal procedures (see 2b above); it was not considered to indicate anything of defence interest.
  - b. There was no question of any contact with 'alien beings'.
4. As for the allegations in the article that the UFO story was simply a cover-up for a crash of an aircraft carrying a nuclear device, you may like to remind any questioners of the Written Answer given in Hansard for 28 January 1981 from Mr Pattie, then Under Secretary of State for the RAF: "No accidents have occurred involving ... damage to nuclear weapons containing fissile material on United Kingdom

... if they mention the Lakenheath incident, which article drags in for good measure, again there is a Parliamentary Statement on which you could draw, namely a Written Answer from Mr Pym, then Secretary of State for Defence, on 9 November 1979: "... the United States authorities have already stated that no nuclear materials were involved either within the crashed aircraft or in any buildings affected by the resulting fire". I would not expect 'Ufologists' to pursue either of these angles any further; if they do I suggest you refer them to us. Incidentally, it is clear that the author did not look at a map if she supposes that Lakenheath is "a few miles north" of Bentwaters!

5. I hope this is helpful to you and that Bentwaters does not become East Anglia's answer to Warminster.

Yours sincerely,

Peter Wat





**RAF LIAISON OFFICE**  
 Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ  
 18914  
 Telephone Woodbridge 3737 ext 2233 2257

Repa sent  
 E132

MOD(DS8a)

MINISTRY OF DEFENCE
D.S.S
27 OCT 1982
FILE

Your reference

Our reference  
 BENT/19/76/Air  
 Date  
 25 October 1982

UNIDENTIFIED FLYING OBJECTS (UFO's)

Reference:

A. BENT/19/76/Air dated 15 January 1981.

1. Under cover of reference A I forwarded you a copy of the Deputy Base Commander's report concerning some unexplained lights and sightings on 27/29 December 1980. Some time after the incident I was approached by two women who claimed to be UFO investigators, but I refused to confirm or deny their claims. A week ago I was telephoned from New York by a Mr Eric Mishara from Omnie Magazine. He asked me questions about an article in a British UFO Magazine. He claimed he was a serious UFO investigator and wanted to write an objective article about the incident. I told him that whoever wrote the article he described to me must have had a vivid imagination.

2. I have now managed to obtain a copy of the article and enclose a copy for your information. The magazine is called "The Unexplained" published weekly by:

ORBIS Publishing Ltd  
 Orbis House  
 20/22 Bedfordbury  
 London WC2N 4BT

The article was in Volume 9 Issue No 106.

3. I now anticipate a flood of enquiries and would be grateful for some guidance on MOD Policy concerning UFO's.

D H MORELAND  
 Sqn Ldr  
 RAF Cdr

175

high-ranking US Air Force officers talk to the crew of a UFO that crashed in East Anglia? Or was the story a smokescreen for a potentially deadly military accident? JENNY RANGLES reports on the rumours and the evidence

THE STUDY OF ALLEGED CRASHES of alien craft does not enjoy a degree of respectability proportional to its importance. Many ufologists decry those who try to unravel the truth behind such mysteries, for there are major problems with all these stories. The crashes always seem to occur in remote desert regions. In nearly all of them many years elapse before they are investigated. And there are very few witnesses, all of whom demand strict confidentiality, 'for fear of reprisals'. They insist that the security lid on these events is so tight that if it were made public that they had spoken out they would live in fear of the consequences.

These criticisms are true even of the cases studied by Leonard Stringfield, the pioneer in this field. He has collected information on a whole series of American retrievals (as they are known in ufologists' jargon), and one, at least - the Kingman, Arizona, case of May 1953 - has an appreciable degree of support. His very important research was published in the United States and appeared in a three-part series in the respected British journal *Flying Saucer Review*. The Roswell case (see page 2034) is one of Stringfield's - and

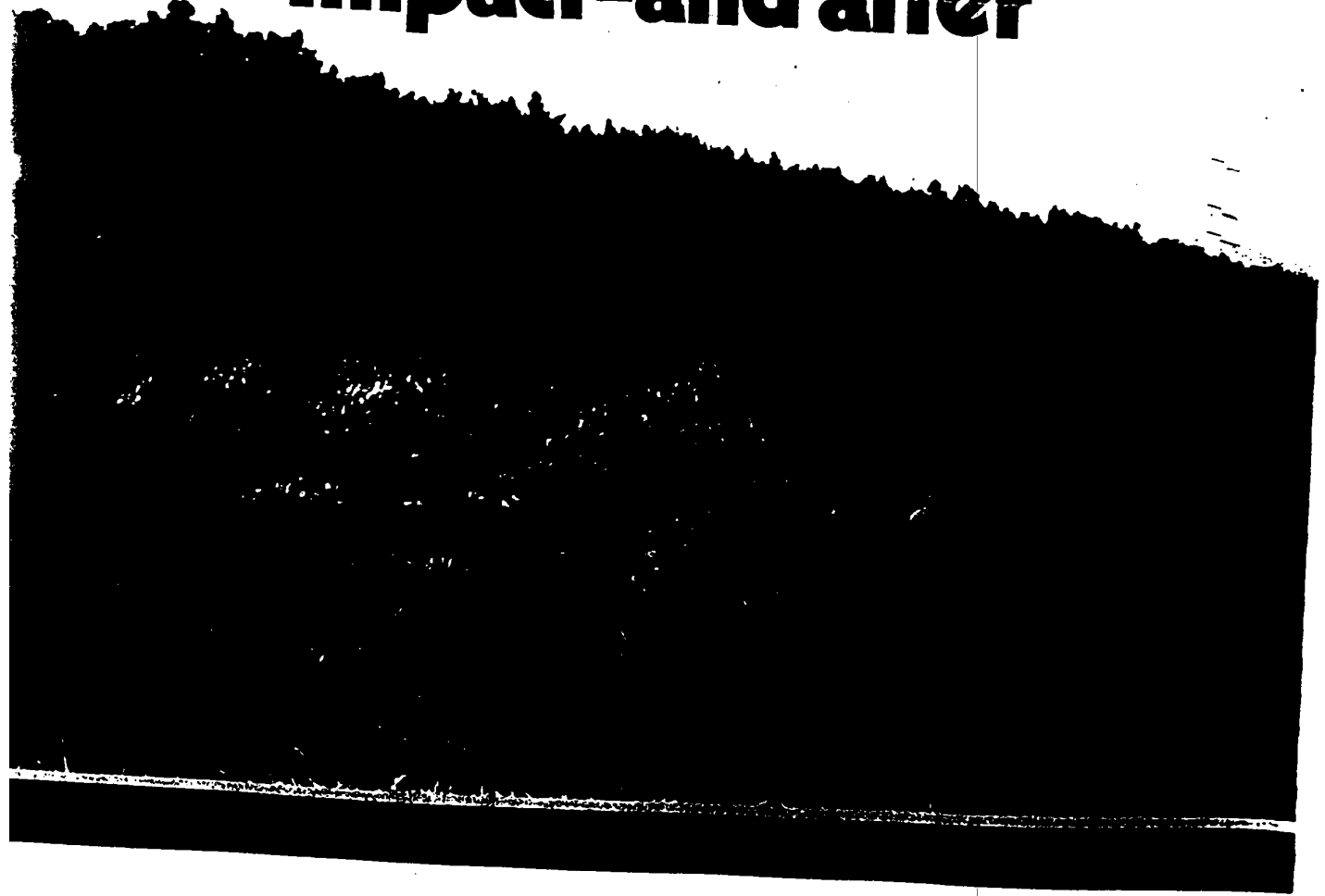
The expanse of Rendlesham Forest, in Suffolk, set in flat, lonely countryside. Local people saw lights descending into the forest and Forestry Commission workers found scorched trees. The reports coincided with sensational stories emanating from a local air base, telling of a UFO landing

actually one of the most poorly supported. But where, we might wonder, are the recent crashes? Or the ones *not* in a desert area? Or the witnesses who *will* speak out? Well, some of these conditions may have been fulfilled by the remarkable incident at Rendlesham Forest, Suffolk, in East Anglia in December 1980.

Rendlesham Forest is a pretty woodland area about 12 miles (19 kilometres) east and north of Ipswich. It is surrounded by some of the most sparsely populated land in south-eastern England, fenland on which there are scattered farms. The only community of any real size is the village of Woodbridge to the west. North of the woods lie the US Air Force bases at Woodbridge and Bentwaters. These are important elements of the NATO defence system and would be of great strategic significance in the event of any future European war.

Between 27 and 30 December 1980 a number of reports of lights in the sky were made from this general area, especially around the coastal town of Leiston. A nuclear power station is nearby and some very interesting close encounters have been recorded in this vicinity. Brenda Butler and Dot Street, local investigators for the British UFO Research Association (BUFORA), followed up the sightings of the lights. They included one from a witness who said he observed a brilliant white light that hovered

# Impact-and after



... a little enigmatic. It is the story that they usually jump at. Butler et suggest that there are indications lack of interest was due to influence places.

author Paul Begg heard one of the from an acquaintance in his local ar Rendlesham. This man said he as a radar operator in a civilian unit in the neighbouring county of . A friend had been on duty on 30 er and had tracked an unknown ading south (which was towards the ham Forest area). The radar return correspond to that of any known

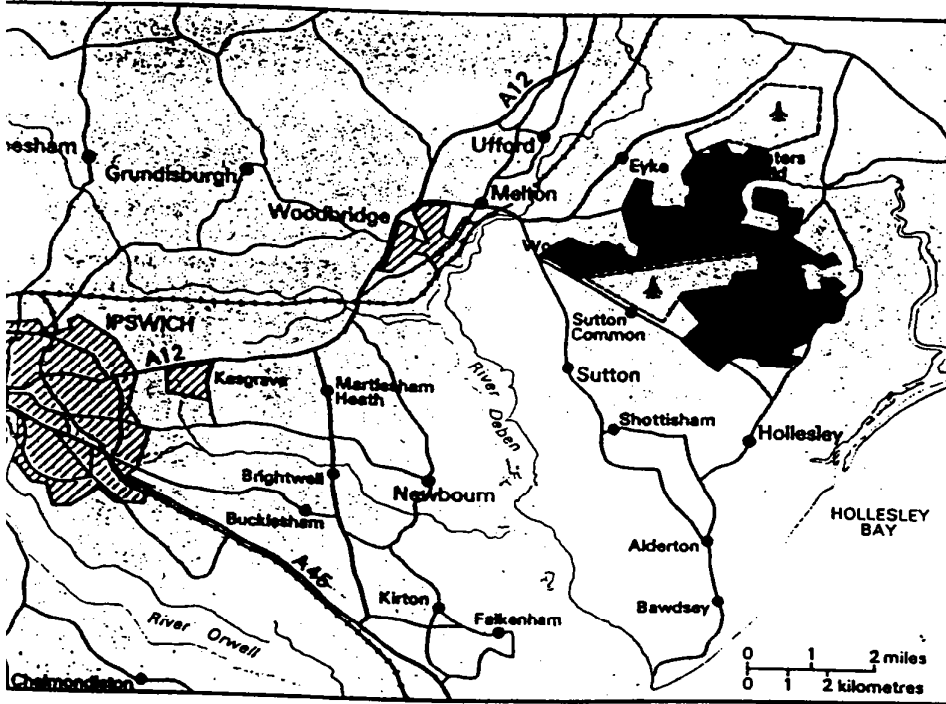
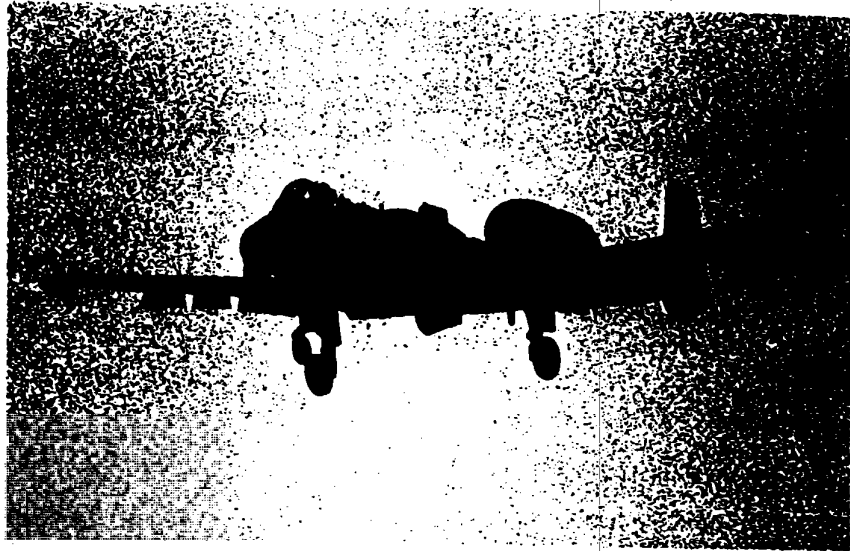
ple of days later, there were surprise to the radar centre. US Air Force arrived and took away the tapes of the icking from the relevant night. They the civilian operators, in confidence, object they had tracked had landed on the Woodbridge airfield - and that id emerged. Personnel from the base roached in a jeep, the engine of which ad as it came close to the craft. The air rsonnel had then conversed with the

Begg reported the story to the and she asked Peter Warrington, a st investigator of radar cases, to up the case. He talked to the radar rs and got the same details from all of this occurred before any of the ants knew of the information that Butler and Dot Street possessed. editor of BUFORA's *Journal*, Norman also received an account of an in- the Woodbridge base. It essentially

... that something big had taken place there and, although lacking detail, was generally consistent with the information received by others. The story came from the United States, from a serviceman who had returned there after being stationed in England and therefore may have felt more free to talk.

Finally there was local gossip that 'something queer' had gone on at the air base. These stories involved an 'air crash' in the forest and did not seem to refer to a UFO. The belief that there had been a crash was strengthened by the report of a farmer who lived beside the wood and had seen a brightly lit object descend into the forest. He telephoned the base and suggested that one of their aircraft had come down. He was not

An A-10 ground attack aircraft of the US Air Force. According to an informant from the USAF base at Woodbridge, aircraft of this - type were sent over the area of the alleged UFO encounter the day after it happened, supposedly to monitor radioactivity. The aircraft is designed to fly safely at very low speeds and low altitudes, making it valuable for ground surveys



Left: the area of Suffolk that includes Rendlesham Forest and the nearest large town, Ipswich. The country around the forest is some of the loneliest in Britain. Two versions of the UFO encounter story are current: according to one, the object landed in the forest, roughly in the area marked by the red star; according to the other, it landed on the Woodbridge air base itself



Above: the ufologists who studied the wave of independent UFO reports centred on the Rendlesham Forest area: Dot Street (left) and Brenda Butler at the spot where they estimate that a brightly lit object, reported by a local farmer, must have descended. The Rendlesham case is more promising for research than the classic 'retrieval' cases compiled by the leading American ufologist Leonard Stringfield (above right), for the reports were nearly contemporary with the incidents described



had imparted about this incident. Brenda Butler agreed to the officer's quest. She kept the story to herself throughout January, not even relating it to her colleague Dot Street. Even when she did her the story - about four weeks later, when rumours of the incident had begun to circulate from other sources - she continued to observe the officer's confidentiality. Consequently we are heavily reliant on her work. However, in discussions with the author she seemed both sincere and reliable.

A year later another investigator succeeded in confirming the existence of Brenda Butler's contact. Harry Harris, a lawyer and an investigator with the Manchester Research Association, spoke to the officer who confirmed the basic details as Brenda had reported them. However, he avoided subsequent attempts by Harris to communicate with him.

The rumour emerged during February 1981, through several channels. All independent of each other, of Brenda Butler and of the media. Indeed, considering the number of people in the area who seem to have heard about the events, this lack

above Rendlesham Forest for 20 minutes or more. Being used to the activity around the air bases he assumed he was seeing one of their aircraft, though he was puzzled as to why it remained over the woods for so long.

Early in January 1981 one of Brenda Butler's trusted contacts at the Woodbridge base passed an astonishing piece of information to her. He said that a UFO had come down in the forest, about 2 miles (3 kilometres) from the base. It seems that this was probably on 30 December. The contact, a high-ranking officer, visited the scene along with the base commander and security personnel. They carried no weapons - these were expressly forbidden. The commander talked for some time with small 'aliens', 3 feet (1 metre) tall and wearing silver suits, who were suspended in 'shafts of light' beside the landed craft.

#### Classified conversations

Brenda Butler's contact refused to tell her specific details of the shape of the object, which was apparently damaged and being repaired. He also refused to comment on the subject matter of the detailed conversations that took place. Eventually, he claimed, the UFO departed - unsteadily at first - and strict security was imposed on all personnel who knew of the affair. Photographs that had been taken by some officers, without permission, were immediately confiscated. The officer mentioned, provocatively, that this was not the first time that a UFO had landed near - or perhaps even on - the base.

This officer was willing to talk to Butler only because of their past dealings and on the strict understanding that his confidentiality should be preserved. She was also required, at first, not to make use of the information he

**CENTRE NATIONAL D'ETUDES SPATIALES**



Groupe d'Etude des  
Phénomènes Aérospatiaux Non-Identifiés

Toulouse, le 1er mars 1983

CT/GEPAN - 00013

**ENQUETE 81 / 01**  
**ANALYSE D'UNE TRACE**

ISSN : 0750-6694

**NOTE TECHNIQUE N° 16**

# S O M M A I R E

=====

## - INTRODUCTION -

=====

### 1 - PRÉSENTATION DU CAS -

### 2 - PREMIERS ÉLÉMENTS D'ENQUÊTE -

- 2.1. - Situation et description de l'environnement général
- 2.2. - Description de l'environnement du site de l'observation

### 3 - TÉMOIGNAGE DE MONSIEUR COLINI -

- 3.1. - Extrait du Procès-Verbal de la Gendarmerie
- 3.2. - Compte-rendu du témoignage de Monsieur COLINI fait par un enquêteur du groupement privé XYZ
- 3.3. - Données recueillies par le GEPAN
- 3.4. - Synthèse du témoignage

### 4 - ÉLÉMENTS PHYSIQUES PRÉLEVÉS -

- 4.1. - Localisation de la trace
- 4.2. - Description
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## INTRODUCTION

Rappelons brièvement que la décision par le GEPAN d'entreprendre une enquête sur un cas d'observation est prise en fonction des possibilités d'appliquer des techniques d'analyse rigoureuses et efficaces. Par exemple d'une manière générale, le GEPAN n'enquête pas sur les cas ne présentant qu'une seule source d'information (témoignage unique dépourvu de toute espèce de confirmation physique) puisque l'enquêteur perd alors tout le bénéfice de confrontations, de comparaisons, de corrélations entre des informations de nature ou d'origines distinctes.

Ainsi, à chaque type d'information disponible correspondent des critères d'application des techniques d'analyse appropriées. Pour les témoignages, leur étude dépend de la possibilité de connaître les attentes et les réactions de chacun des témoins. [1]. De même, pour les vestiges allégués d'interaction physique (traces au sol), ils ne forment une source d'information intéressante que si l'analyse peut en être faite avant que ces effets ne se soient dissipés (protection efficace du site, prélèvements rigoureux effectués rapidement, conditions atmosphériques normales, etc.).

Dans l'enquête qui suit, deux types d'informations étaient disponibles : le témoignage d'une seule personne et d'autre part la présence de traces visibles sur le sol en relation supposée avec l'observation du témoin.

Ces deux types d'information étant susceptibles d'être confrontés, il fut décidé de mener une enquête sur les lieux.

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[1] L'analyse des témoignages et la collecte des informations que cela nécessite ont été abordées dans la Note Technique N°10.



## 1. - PRESENTATION DU CAS

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Le Vendredi 9 Janvier 1981, la Gendarmerie de A2 reçoit un appel téléphonique mentionnant l'observation d'un phénomène non reconnu par la personne qui l'avait observé et indiquant par ailleurs la présence de traces sur le sol.

Ces événements se seraient produits sur la Commune de A1, le jour précédent.

Le lundi 12 janvier au matin, le GEPAN prend connaissance du cas (par l'enregistreur d'appel de la Gendarmerie) et apprend que la Gendarmerie a déjà effectué des prélèvements d'échantillons de sol dès le lendemain. De fortes précipitations ont lieu durant le Week-end ; le GEPAN décide après consultation de la gendarmerie locale de ne pas intervenir immédiatement. En contrepartie, il demande à la Gendarmerie de faire parvenir le plus tôt possible aux laboratoires les échantillons prélevés.

Le Telex reçu le 12 janvier dans l'après-midi confirme les événements et apporte des précisions sur la zone de traces observée.

Parallèlement, nous apprenons que plusieurs groupements privés ont été avertis de ce cas, par la presse locale, et se sont rendus sur les lieux. Le groupement XYZ a dépêché sur place un enquêteur qui entreprend le 13 janvier sa propre enquête.

### INTERVENTION GENDARMIQUE -

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La Compagnie de Gendarmerie de A2 alertée par les voisins du témoin s'est rendue sur les lieux le vendredi 9 janvier au matin vers 11 h 30. Elle a constaté les faits (observation de traces au sol), auditionné le témoin, pris des photographies puis effectué des prélèvements de matériaux selon les directives du livret gendarmique. Quelques jours plus tard les gendarmes expédient au GEPAN les échantillons de terre et à un laboratoire de l'INRA les échantillons végétaux (voir plus loin).

Peu de temps après, des prélèvements complémentaires d'échantillons seront effectués à la demande des laboratoires d'analyse :

- échantillons témoins de végétation (gendarmerie le 23.01.81) ;
- série complète d'échantillons végétaux (GEPAN le 17.02.81).

Dans le cas présent, la Gendarmerie a recueilli deux types d'informations distinctes susceptibles d'une analyse comparative et justifiant donc une prise en charge par le GEPAN :

- informations sur le témoin et son témoignage ;
- informations sur les traces (description et prélèvement).

## 2. - PREMIERS ELEMENTS D'ENQUETE

### 2.1. - SITUATION ET DESCRIPTION DE L'ENVIRONNEMENT GENERAL

Le village de A1 est situé à 3 km au Sud de A2. Monsieur et Madame COLINI habitent une propriété à 2 km à l'Est de cette localité, par la route CD1 sur les flancs d'une colline qui domine la Vallée de la Rise (voir Croquis 1 ci-après).

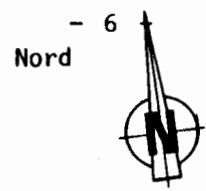
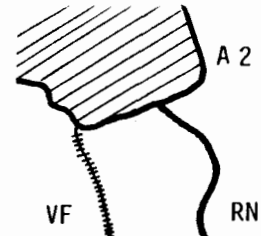
La vallée est orientée d'Est en Ouest où de nombreuses exploitations maraîchères et fruitières sont visibles.

Les flancs de cette vallée sont recouverts de bois et d'une végétation de type méditerranéen. Les rares maisons du secteur sont orientées, avec leurs ouvertures (fenêtres, baies, portes) en direction de la vallée. De nombreuses terrasses taillées à même la colline (appelées "restanques") permettent une utilisation maraîchère ou fruitière des sols. Ces restanques sont généralement construites en pierres du pays et leur hauteur moyenne est de 2 mètres environ (voir croquis 1 & 2, ci-après).

### 2.2. - DESCRIPTION DE L'ENVIRONNEMENT DU SITE DE L'OBSERVATION

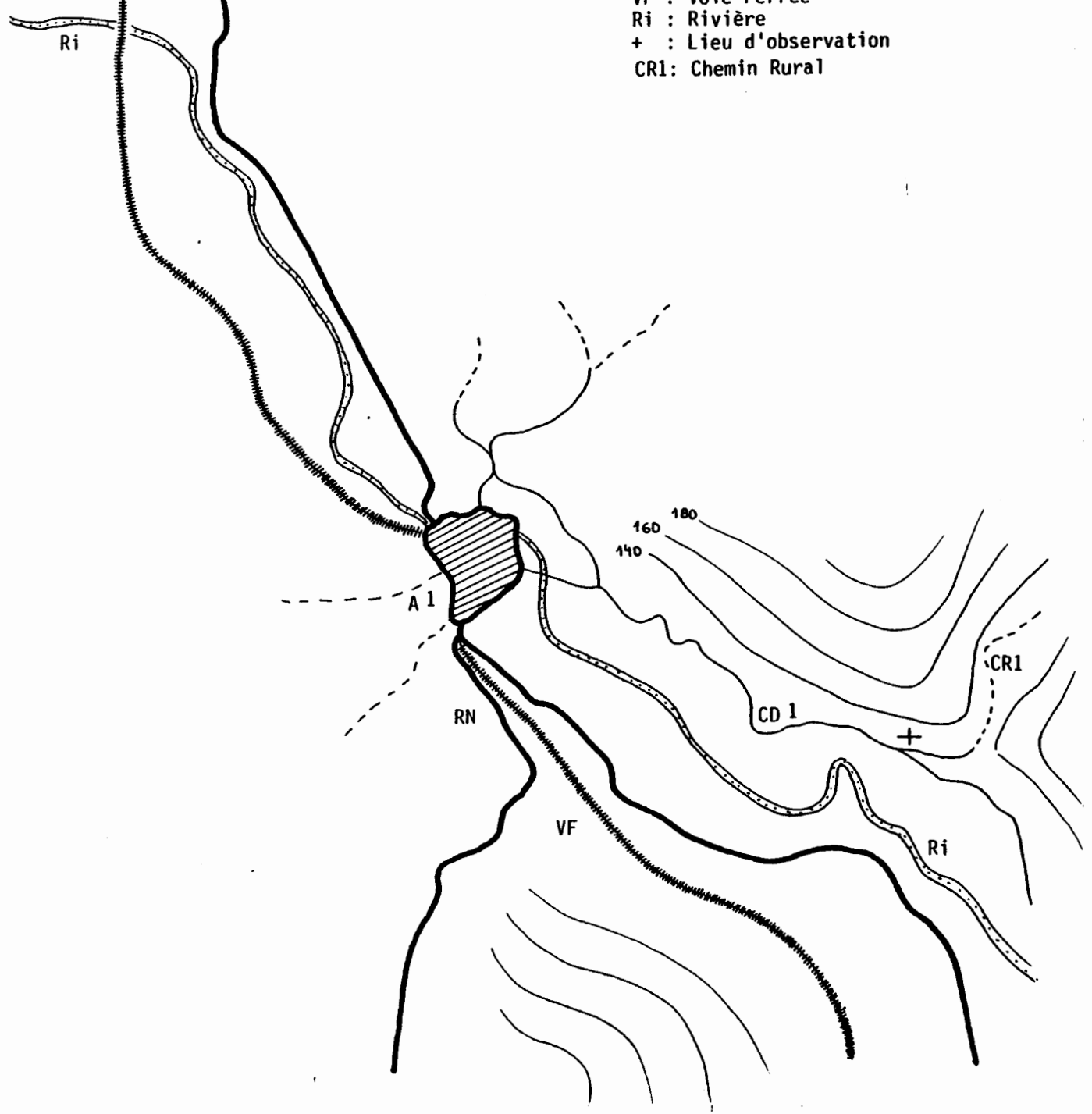
La propriété de Mr. et Mme COLINI est située en retrait du chemin départemental (CD1) sur le flanc Nord de la vallée. Un chemin de terre (CR1) longe leur propriété pour aboutir 400 mètres plus loin à une ferme isolée.

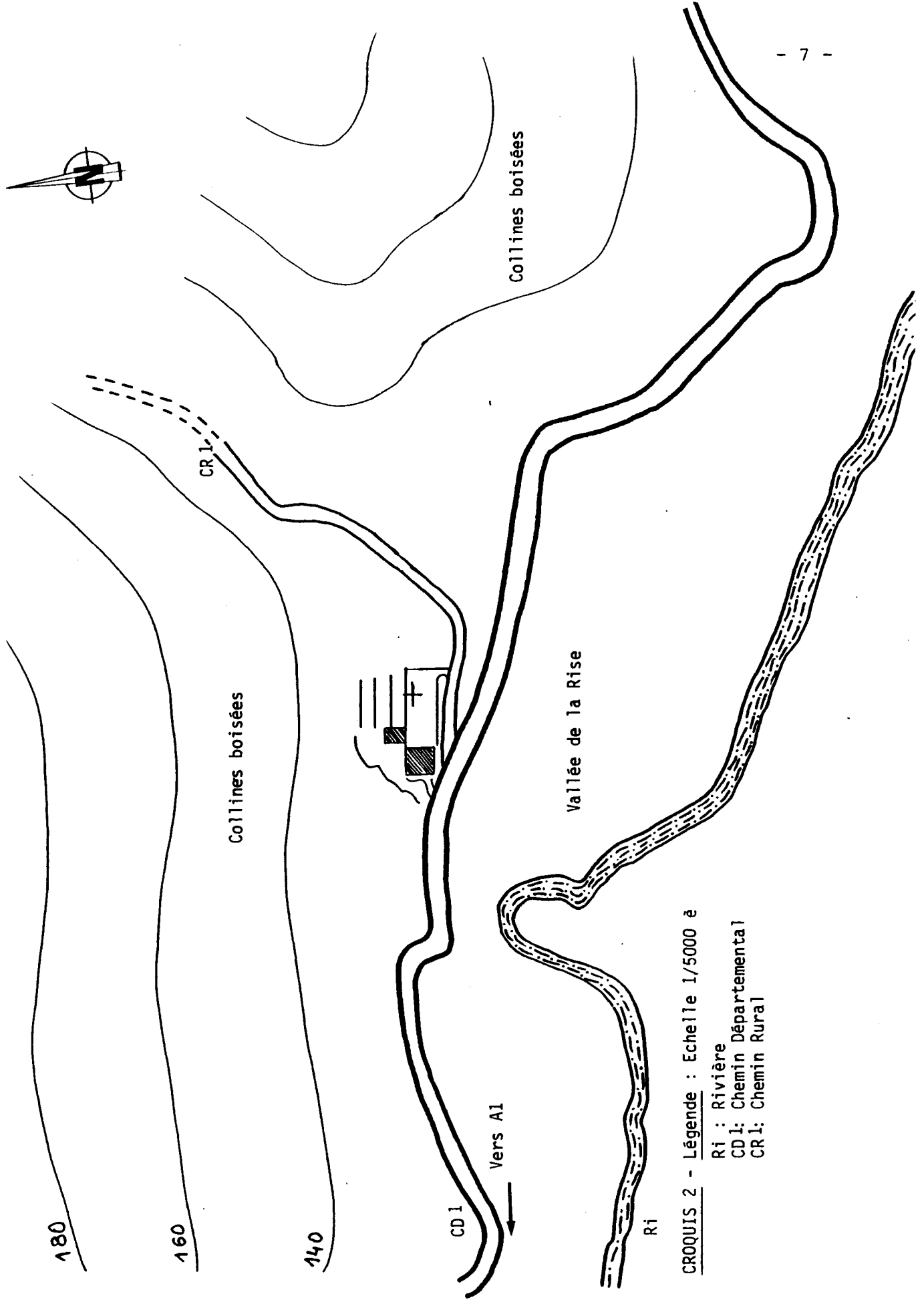
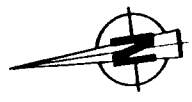
Cette propriété est agencée de manière à utiliser au mieux le profil de la colline. La maison est construite en partie sur plusieurs niveaux de restanques et s'encastre dans la colline (voir Croquis 2,3 et 4).



CROQUIS 1 - Légende : Echelle 1/20 000 à

- A1 : Localité la plus proche
- RN : Route Nationale
- CD1 : Chemin Départemental
- A2 : Localité
- VF : Voie Ferrée
- Ri : Rivière
- + : Lieu d'observation
- CR1 : Chemin Rural





CROQUIS 2 - Légende : Echelle 1/5000 à

- R1 : Rivière
- CD 1: Chemin Départemental
- CR 1: Chemin Rural

La partie dégagée et goudronnée (entrée) niveau sous-sol est à 30 m du chemin départemental (vers l'Ouest). Un escalier sur le côté gauche de la villa permet l'accès au niveau habitable (niveau 1), sur le côté droit une butte de terre empêche l'accès à la grande terrasse. L'accès à celle-ci pour les véhicules se fait par le chemin de terre mentionné précédemment.

La terrasse, ou plate-forme, communique avec les autres restanques par un escalier situé derrière la maison. Cependant, cette plate-forme n'est pratiquement jamais fréquentée (si ce n'est parfois pour jouer à la pétanque). Sur le flanc Nord/Est de la colline, se trouvent deux restanques surélevées successivement de 1 mètre environ (niveaux 2 et 3) ; deux constructions prennent appui sur ces niveaux : un abri de pompe (bord du niveau 3) et une habitation annexe (à cheval sur les deux niveaux).

Au-dessus de la grande plate-forme, deux restanques bâties servent de verger. Celles-ci sont de moyenne dimension : 50 m de longueur sur 2,5 m de largeur.

Des bois de feuillus et de conifères, dont certains atteignent une dizaine de mètres de haut, entourent la propriété de Monsieur et Madame COLINI, sauf sur la partie donnant vers la Vallée de la Rise (Sud-Ouest).

Aucun obstacle particulier (ligne électrique, téléphone, relais TV, etc.) n'est visible de la propriété de Monsieur et Madame COLINI. En effet, de la grande plate-forme où le phénomène a été aperçu, le champ visuel en direction du Sud-Ouest est complètement dégagé sur près de 180°. Seul obstacle visible dans le cadre de référence cité : la colline de l'autre côté de la vallée, distante de près de 2 km. (Voir Croquis 3 et 4).

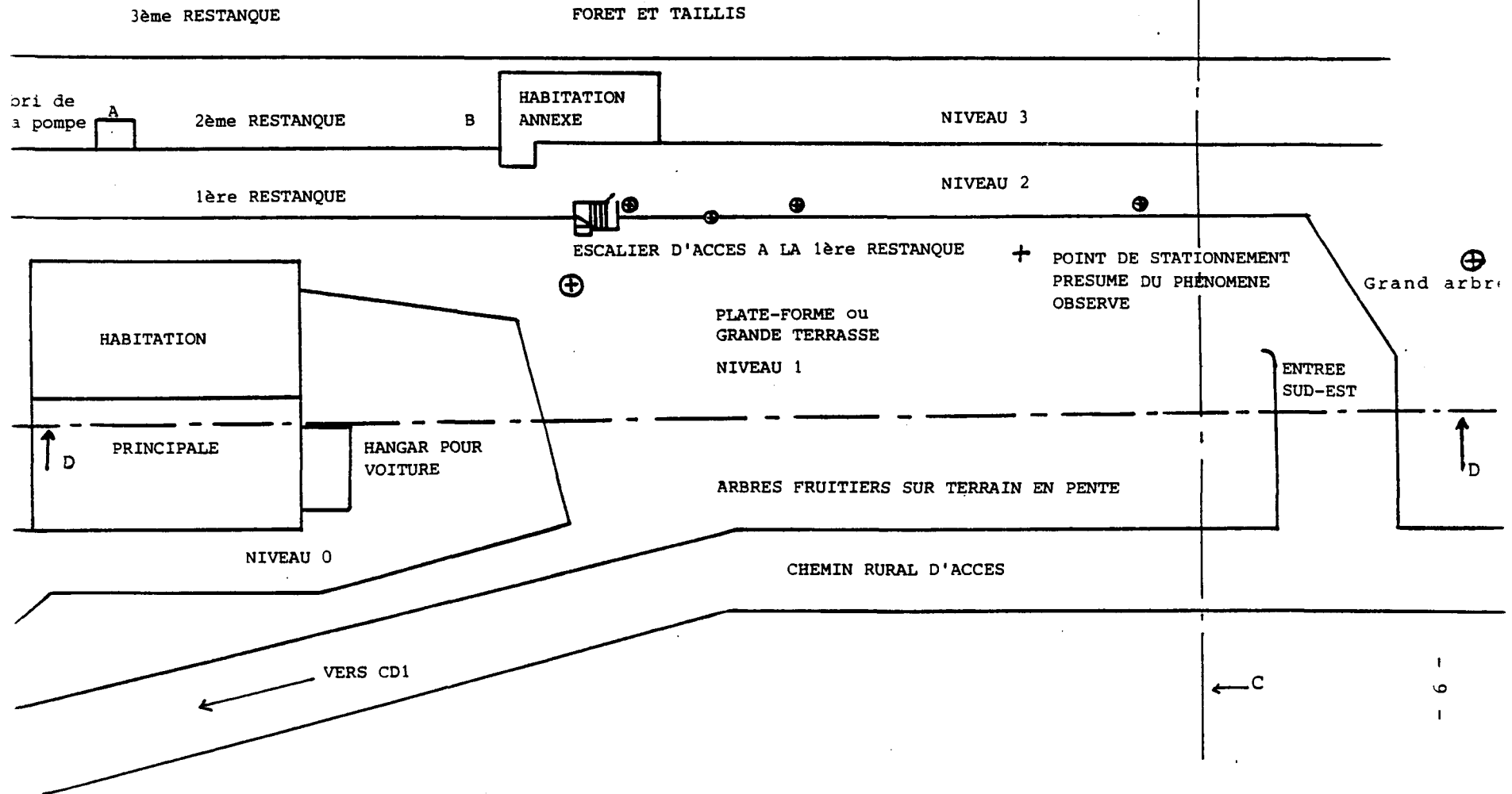
⊕ PRINCIPAUX ARBRES DANS LE  
CHAMP DE VISION

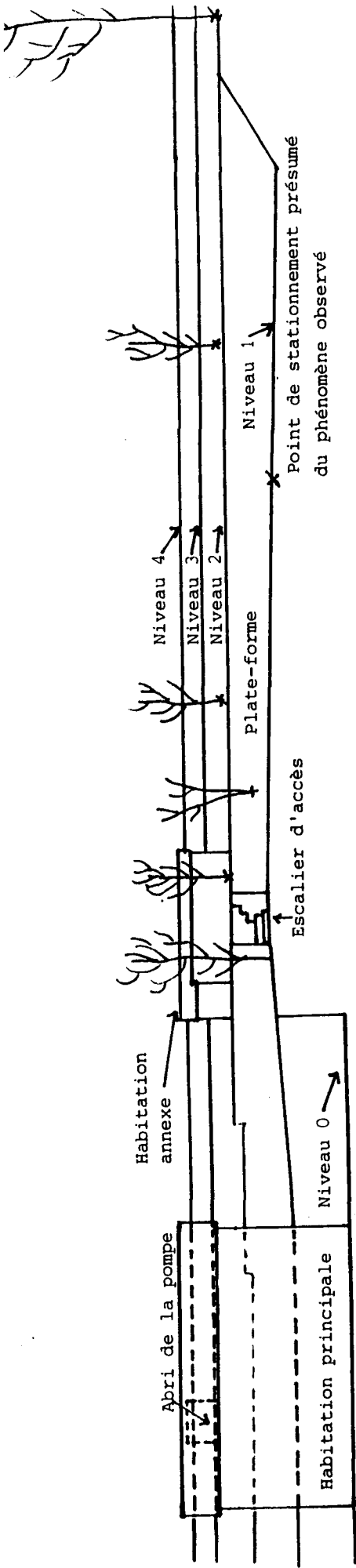
A, B : POSITIONS SUCCESSIVES D'OBSERVATION

CROQUIS 3

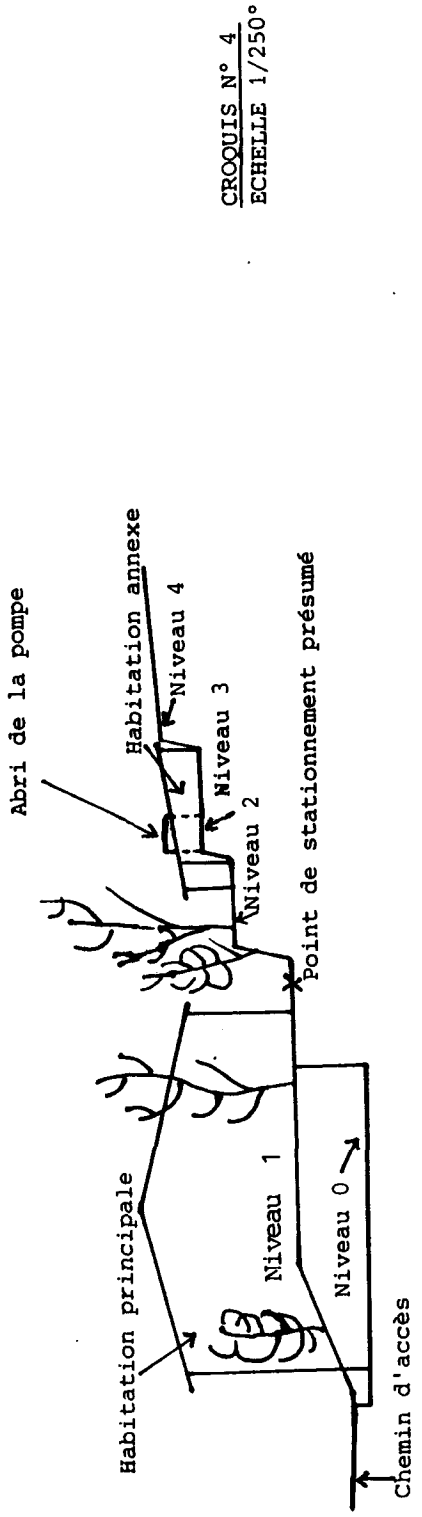
NORD

ECHELLE 1/250°





COUPE D - D



CROQUIS N° 4  
ECHELLE 1/250°

COUPE C - C

VALLEE DE LA RISE  
(Vue de la terrasse vers le Sud Ouest)



PHOTO 1



RESTANQUES



PHOTO 4

RESTANQUE et FORET



PHOTO 5

Maison de Monsieur COLINI - vue de la trace - A : 1er point d'observation  
B : 2è point d'observation



PHOTO 2

Cabanon de protection de pompe (Point A)



PHOTO 3

Direction dans laquelle est venu le Phénomène  
(flèche) selon le témoin

PHOTO 6



Toit de l'habitation annexe (2ème point d'observation)



PHOTO 7

Plate-forme avec emplacement de la trace



PHOTO 8

Emplacement de la trace (39 jours après l'observation)



PHOTO 9

LES POINTILLES INDIQUENT L'EMPLACEMENT DE LA TRACE

### 3. - TEMOIGNAGE DE MONSIEUR COLINI -

#### 3.1. - EXTRAIT DU PROCES-VERBAL DE LA GENDARMERIE (9.01.81)

" J'habite à A1, à l'adresse actuelle depuis bientôt quatorze ans. J'habite seul avec mon épouse qui est femme de ménage à la caisse de sécurité sociale de A2.

Depuis le mois de Novembre 1979, je ne travaille plus. J'étais employé à la S.C.N.I. La Société a fermé ses portes et j'ai été licencié. Je touche une pension d'invalidité, car en 1973 j'ai été victime d'un malaise cardiaque.

Hier, 8 Janvier 1981, comme pratiquement tous les jours j'étais en train de bricoler. Je me trouvais derrière la maison qui est construite sur une restanque. J'étais en train de construire un abri en ciment pour y placer une pompe à eau. Derrière ma maison sur le même niveau se trouve une bande de terrain plat. On accède à ce terrain par un chemin qui passe au bas de la maison. Il était environ 17 heures. Le temps commençait à rafraichir. Mon attention a été attirée par un léger bruit, une sorte de petit sifflement. Je me suis tourné et j'ai vu en l'air un engin qui se trouvait à la hauteur d'un gros pin en bordure du terrain. Cet engin qui ne tournait pas descendait vers le sol. Je n'entendais qu'un léger sifflement. Je ne voyais pas de flammes, ni au-dessous, ni autour de cet engin. Pendant que cet engin continuait à descendre, je m'en suis approché en me dirigeant vers le petit cabanon construit en dur au-dessus de ma maison. Lorsque je me suis placé contre le mur du cabanon, je voyais très bien par dessus le toit. En effet ce cabanon est construit également sur une restanque. Je me trouvais sur la restanque supérieure à environ 1,20 m du toit. De là, j'ai bien vu l'engin posé sur le sol. Aussitôt il s'est soulevé toujours en émettant un sifflement léger. Arrivé au-dessus des arbres il est parti assez rapidement en direction de la forêt de A1, c'est-à-dire en direction Nord Est.

Lorsque cet engin s'est soulevé j'ai vu au-dessous quatre ouvertures par lesquelles ne s'échappait ni flamme ni fumée. L'engin a soulevé un peu de poussière lorsqu'il a quitté le sol. Je me trouvais à ce moment là à une trentaine de mètres du lieu d'atterrissage. Je me suis ensuite approché de l'endroit et j'ai remarqué un cercle d'environ deux mètres de diamètre. A certains endroits sur la courbe du cercle existent des genres de traces de ripage.

Lorsque mon épouse est rentrée le soir je lui ai raconté ce que j'avais vu. Mon épouse a cru que je plaisantais. Ce matin en plein jour, je lui ai montré la trace du cercle. Mon épouse a téléphoné à notre voisin, Monsieur URBAIN. Ce dernier est venu avec son épouse. Je leur ai également montré la trace. Ils nous ont alors conseillé de prévenir la Gendarmerie.

S.I. l'engin avait la forme de deux assiettes renversées, l'une contre l'autre. Il devait mesurer environ un mètre cinquante de hauteur. Il avait la couleur du plomb. Cet engin avait une nervure

tout autour de sa circonférence. Sous l'appareil, j'ai vu au moment où il se soulevait, deux genres de pièces rondes, qui pouvaient être des réacteurs ou des pieds. Il y avait aussi deux autres cercles qui ressemblaient à des trappes. Les deux réacteurs, ou pieds, dépassaient légèrement sur vingt centimètres en dessous du corps de l'appareil.

Je n'ai ressenti aucun trouble de la vue ou de l'ouïe".

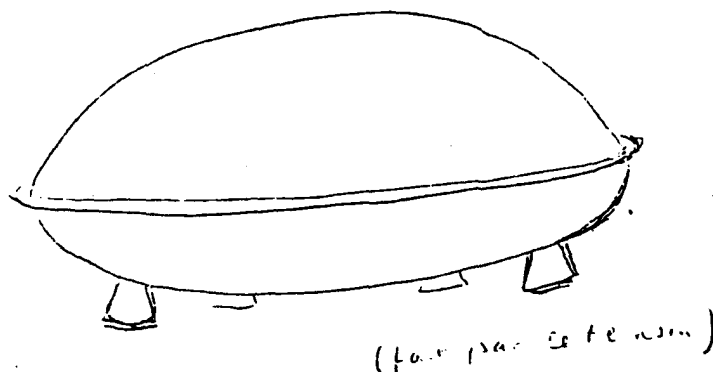
### 3.2. - COMPTE-RENDU DU TEMOIGNAGE DE MONSIEUR COLINI FAIT PAR UN ENQUETEUR DU GROUPEMENT PRIVE XYZ

"L'OBSERVATION. Monsieur COLINI s'affaire à un travail de maçonnerie sur une terrasse, juste au-dessus de sa villa. Le soir tombant, il voudrait en avoir terminé avant la nuit. Soudain, au bout de la plate-forme en terre battue, il voit "tomber" du ciel, juste entre les cimes de deux grands arbres, un engin rond de couleur sombre. Comme cette chute n'a été accompagnée d'aucun bruit, il s'étonne et regarde avec attention l'endroit où l'étrange objet s'est posé. Il en est à une distance d'environ 80 mètres. L'engin est immobilisé contre la paroi (moitié pierres sèches, moitié terre argileuse) qui limite cette plate-forme du côté de la colline (environ 2 mètres de haut).

De l'endroit où il est, le témoin aperçoit comme un gros bol renversé, de couleur gris foncé, mat. Surpris, il se dirige vers cet objet étrange et vient se poster au bord de la restanque, soit à 45 mètres des traces qui seront observées après le départ de l'objet. Alors, il découvre une sorte de véhicule ovoïde, ayant la forme générale de deux demi-sphères de volume inégal, nettement séparées par un rebord plat, saillant, dépassant d'au moins 15 centimètres et faisant un anneau autour de la masse métallique de type plomb-aluminium. La partie supérieure dépassant le mur de la restanque, l'engin a donc une hauteur comprise entre 2 mètres et 2,5 mètres. Le témoin ne voit pas d'antenne, pas de hublot, pas d'ouverture. Il ne remarque aucune aspérité, aucune particularité mécanique extérieure. L'ensemble lui apparaît lisse et compact. Il estime que le diamètre horizontal de cet engin est plus important que sa hauteur. Il n'a pas le temps de continuer son observation. L'engin s'élève en déplaçant une légère poussière et avec un léger sifflement. Puis, il paraît s'incliner en laissant apercevoir sa partie inférieure et il s'envole à une vitesse fulgurante en passant exactement entre les deux grands arbres, point exact d'où il avait paru "tomber".

Le témoin a noté que le parcours d'atterrissage et celui de l'envol ne sont pas similaires. Au moment où l'engin s'élève et bascule sur sa trajectoire de départ, le témoin aperçoit quatre accessoires sous l'engin. Il les compare à des seaux de maçon pour en estimer le diamètre et la longueur. Mais il reconnaît que sa description est imparfaite et approximative, l'observation ayant été particulièrement brève à cause de la vitesse de l'engin et de la presque instantanéité de sa disparition. Il n'a pas entendu de bruit particulier

de moteur dans le silence de la campagne. Il n'a ressenti aucune chaleur, aucune vibration. Il n'a éprouvé aucun malaise ni pendant l'observation ni après. Il a été simplement très impressionné par ce spectacle insolite. Il fait de l'engin le dessin suivant :



Inquiet et étonné, il est rentré dans sa maison et a raconté sa vision à son épouse. Sceptique et méfiante, cette dernière lui a recommandé d'éviter une nouvelle rencontre de ce genre, en restant chez eux. Le lendemain matin, tous deux sont tout de même allés regarder l'endroit où Monsieur COLINI avait vu se poser un engin étonnant. C'est alors qu'ils ont remarqué des traces au sol très visibles et qui, ils en étaient convaincus, n'y étaient pas la veille. Constatant la "matérialité" de l'observation, ils ont jugé utile et rassurant d'alerter aussitôt la gendarmerie locale."

### 3.3. - DONNEES RECUEILLIES PAR LE GEPAN (17/02/81)

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Le témoin étant unique (aucun autre témoin ne fut découvert par la suite), l'enquête du GEPAN menée le 17.02.81 était principalement axée sur la collecte complémentaire de prélèvements de matériaux, notamment végétaux. Il fut aussitôt procédé à une audition du témoin ainsi qu'à une reconstitution. Toutefois, pour la raison énoncée plus haut, cette partie de l'enquête fut écourtée.

L'enquête se déroula en trois phases :

- rencontre avec le témoin et son épouse ; reconstitution des évènements ;
- relevé topographique, photographies des lieux et prélèvements d'échantillons ;
- entretien avec le témoin.

#### 3.3.1. - DESCRIPTION DU PHENOMENE -

##### - Trajectoire -

Le témoin indique qu'il a commencé à percevoir le phéno-

mène dans le ciel au-dessus des arbres qui sont au fond de la grande plate-forme, plus précisément entre deux grands conifères qui dominent le bois. Monsieur COLINI indique que cette trajectoire était directe sans à-coups, rapide et qu'il n'y eût pas d'arrêt jusqu'au moment du contact avec le sol (voir photos 6 et 7).

Monsieur COLINI indique comme point d'impact au sol l'endroit où sont encore visibles les traces au sol.

La trajectoire d'éloignement et de disparition est considérée par le témoin comme similaire à celle de l'approche. Des détails seront cependant précisés pour cette phase (voir "décollage").

- Durée de l'observation -

Selon la reconstitution, la phase d'approche du phénomène, du départ de l'observation jusqu'au point d'arrêt, a été très brève (quelques secondes). Puis le témoin se déplace de son lieu de travail (abri de pompe) et rejoint le mur de l'habitation annexe (croquis 3 et 4, photos 2 et 3). Le phénomène est posé au sol sur la terrasse. Le témoin l'observe quelques secondes, puis, brutalement le phénomène s'élève, passe au-dessus du bois et s'éloigne rapidement vers l'Est en gagnant de l'altitude par diminution de diamètre apparent.

A partir des données fournies par Monsieur COLINI, nous pouvons estimer la durée globale de l'observation à quelques dizaines de secondes, pour être plus précis de l'ordre de 30 à 40 secondes.

. Remarque concernant l'observation :

Le témoin a toujours été placé dans de bonnes conditions pour effectuer son observation. Sa position, aussi bien sur la restanque derrière l'abri de pompe, ou derrière l'habitation annexe lui ouvrait un champ de vision assez dégagé (ouverture supérieure à 90°), gênée seulement par trois arbres.

- Distance d'observation -

La distance observateur/phénomène serait courte. Si nous considérons le début de la phase d'approche jusqu'au point d'impact, la distance estimée parcourue par le phénomène serait d'environ 20 mètres. La distance mesurée de l'abri de pompe à l'annexe d'habitation est de 17,5 mètres. La distance de cette annexe au point d'arrêt présumé est de l'ordre de 30 mètres. Probablement Monsieur COLINI n'était jamais à plus de 70 mètres du phénomène, mais n'en a été à aucun moment à moins d'une trentaine de mètres (voir croquis 3 et 4).



distance  
30 m < phénomène < 70 m  
témoin

Il faut noter que la majeure partie de l'observation a été faite dans un cadre de référence bien connu du témoin, ce qui diminue les causes d'erreurs sur l'estimation des distances.

- Forme -

Dans la phase descendante, d'approche du phénomène, Monsieur COLINI mentionne peu de choses sur la forme qu'il observe. Ce n'est qu'après l'arrêt, lorsqu'il s'approche, qu'il appréhende mieux le phénomène situé sur la plate-forme. Ceci est aussi cohérent avec l'idée que l'approche et l'"atterrissage" se sont déroulés très rapidement.

Deux phases ont retenu particulièrement l'attention du témoin, dont il donne une description précise :

- le stationnement au sol : Phase A, croquis 5.a
- le décollage : Phase B, croquis 5.b.

- PHASE A -

(les termes employés par Monsieur COLINI sont indiqués par une frappe différente du texte).

Le témoin ne décrit pas la forme générale par analogie à quelque chose de connu, il préfère employer le terme *engin*, (1).

Le témoin apporte des précisions sur deux points :

- . sur le côté de l'*engin* il souligne la présence d'une épaisse bande mate faisant le tour de la silhouette ;
- . sous l'*engin* deux sortes de pieds dépassent légèrement.

- PHASE B -

Le croquis 5.b représente pour Monsieur COLINI l'*engin* vu de dessous après le "décollage". Sa forme est circulaire. Dans cette surface apparente, il indique la présence de quatre cercles de petit diamètre, disposés selon des axes perpendiculaires, et symétriques. Monsieur

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(1) Peut-être par rapport à un schéma interprétatif immédiat lié à celui d'un engin inconnu militaire, mais peut-être aussi par le fait qu'il ne maîtrise pas complètement la langue française (il est arrivé en France il y a une vingtaine d'années), son vocabulaire et son élocution ne sont pas très aisés.

COLINI déclare à leur sujet qu'ils étaient nettement apparents, et les compare à des embases de *seaux de maçon*, (le témoin était conducteur de travaux).

- Dimensions -

Dans son discours, Monsieur COLINI estime les dimensions de l'*engin* par rapport aux éléments du cadre de référence disponible devant lui. Ceci est relativement simple dans la mesure où la plate-forme sur laquelle est situé l'*engin* est bordée par un mur dont la hauteur est connue (2,50 mètres).

Il nous indique ainsi les dimensions qu'il estime être celles de l'*engin* posé sur la plate-forme :

- le diamètre de l'enveloppe extérieure est évalué à 2,50 mètres environ ;
- la hauteur sur pied posée au sol est estimée entre 1,70 m et 1,80 m : *il arrivait légèrement au-dessus de la restanque* ;
- le diamètre des petits cercles aperçus en-dessous au moment du décollage était de la dimension d'un *seau de maçon*.

Il faut noter que le rapport diamètre/hauteur (1,42) est très différent de celui indiqué sur le dessin du croquis 5 (5,66) et sur celui fait à l'enquêteur privé (2,25).

- Couleur -

Monsieur COLINI désigne la couleur de l'*engin* dans les teintes grises, un gris comme du *zinc*, plus sombre et plus mat sur la partie latérale épaisse.

Lorsqu'il observe l'*engin* en-dessous, quatre plots lui apparaissent nettement plus sombres que le reste, mais toujours dans le même ton.

- Bruit -

Le témoin rappelle que c'est le bruit qui a attiré son attention, ceci lorsqu'il était retourné et affairé sur le petit abri de pompe à 70 mètres environ de l'endroit où il le localise en se retournant. Monsieur COLINI a beaucoup de mal à définir la nature du bruit émis par l'*engin* ainsi que le niveau sonore.

Il compare ce bruit à un *souffle de vent assez fort*. Il ne précise pas s'il y a eu ou non interruption de ce bruit

au contact au sol. Le choc brutal au point d'impact a été remarqué et le bruit résultant est comparé à celui d'une pierre tombant sur le sol.

Dans la phase de "décollage", les effets sonores ressentis ont été de même amplitude que lors de l'"atterrissage".

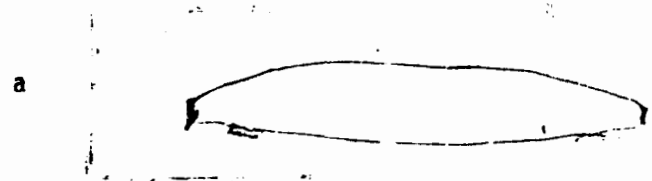
- Précisions concernant le "décollage" -

C'est la phase de l'observation où Monsieur COLINI apporte le maximum de précisions (description, bruit, etc...) ce qui peut se comprendre pour deux raisons :

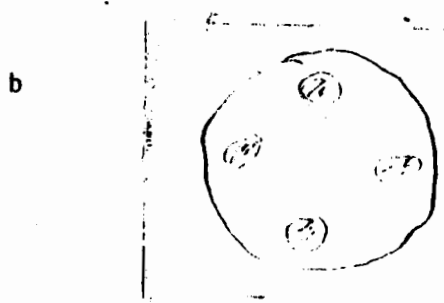
- . Premièrement, c'est le point d'observation le plus rapproché du phénomène, 30 mètres environ ;
- . deuxièmement, l'effet de surprise étant estompé, il peut se ressaisir et réagir par rapport à ce qu'il observe.

Ainsi, selon lui, *l'engin* est posé au sol, immobile durant plusieurs secondes et brutalement il s'élève à la verticale de quelques mètres, s'incline au-dessus de la restanque, continue de s'élever dans cette position et disparaît dans le ciel.

CROQUIS 5 : DESSINS ORIGINAUX DU TEMOIN (ENQUETE DU GEPAN)



Vue de côté



Vue de dessous

3.3.2. - ENTRETIEN AVEC LE TEMOIN -

Monsieur COLINI est un homme malade depuis plusieurs années (un infarctus du myocarde avec rechute l'empêche d'exercer une activité professionnelle). Au moment de notre visite, Monsieur COLINI est extrêmement fatigué. Après la reconstitution effectuée rapidement, il rentre se reposer pendant que nous procédons aux prélèvements d'échantillons.

Sitôt après, Madame COLINI nous indique que son mari peut nous recevoir. Elle nous apporte des précisions sur son témoignage mais également attend de nous des explications et des indications sur son observation.

Nous sommes reçus dans la cuisine familiale où Monsieur COLINI nous attend. Il reprend son récit pour tenter de trouver une explication qui satisfasse sa curiosité. Il passe en revue les véhicules volants (avions et surtout hélicoptères) mais affirme : "ce n'est pas possible d'atterrir ici, il y a des endroits dans la vallée beaucoup plus pratiques, beaucoup plus plats".

Monsieur COLINI revient sur l'engin, en particulier sur la technologie dont il s'émerveille. Il répète à maintes reprises : "Il ne faisait pratiquement pas de bruit, il se déplaçait à la verticale, il a chuté comme une pierre et ne s'est pas cassé", et pour conclure, "c'est sans doute un engin militaire, il y en a à côté". Il faisait allusion au Camp de JOUVAN, situé non loin de là.

- Réaction et interprétation immédiate. -

Nous avons souligné dans le témoignage que Monsieur COLINI n'est pas resté passif tout au long de cette observation. Il a effectué un déplacement pour se rendre compte de près, tout en étant sur ses gardes (derrière le mur de l'habitation annexe), face à cet engin posé dans sa propriété.

Sa première idée est celle d'un engin militaire inconnu. Il faut dire qu'elle restera sienne jusqu'à notre visite. En effet, malgré le passage d'un nombre considérable de gens venus l'interroger sur son observation (Gendarmes, Journalistes, Enquêteurs Privés, etc...), il maintiendra l'idée qu'il a été confronté à un type de matériel militaire dont il avoue être assez admiratif au plan des performances de vol et de la précision d'atterrissage.

Il exclut tout de suite la présence d'un hélicoptère à cause de la proximité du mur de la restanque : "l'engin était presque sur le mur...".

L'évènement passé, il reprend son travail sur l'abri de pompe et lorsque son épouse rentre à la maison, environ une heure plus tard, il tente de lui expliquer ce qu'il a vécu dans l'après-midi. Madame COLINI ne croit absolument pas son mari et lui conseille même d'aller se reposer vu son état de santé. Le lendemain matin il la persuade de venir voir le sol de la plate-forme encore marqué de l'empreinte.

Madame COLINI accompagne son mari sur les lieux et constate alors de visu la présence de marques sur le sol. Elle réalise qu'il s'est passé quelque chose dont elle n'a pas été le témoin et pense alors que son mari ne lui a pas raconté d'histoires.

Aussitôt elle décide de prévenir des voisins occupant une certaine position sociale (cadres aux P & T) dont elle pense qu'ils peuvent leur donner des conseils sur la conduite à tenir. Ce sont ces mêmes voisins qui ont ensuite alerté la Gendarmerie de A2.

#### - Evolution des croyances -

Au cours de notre entretien, Monsieur COLINI nous dit que le mot OVNI a été entendu par lui à la télévision. Il n'a pas d'autre source d'information que la télévision. Le poste de TV familial est placé dans la cuisine où il prend habituellement tous ses repas et où il passe quotidiennement plusieurs heures à regarder les divers programmes. Par ailleurs Monsieur COLINI nous dit qu'il ne lit pratiquement jamais, même pas les journaux. Le mot OVNI n'a donc pour lui aucune signification : nous lui expliquons le sens et le contenu de cette abréviation.

Il nous dit qu'il a souvent entendu cette abréviation depuis son observation. Les membres des Groupements Privés ainsi que les journalistes lui ont parlé des extra-terrestres pour savoir s'il en avait observé. Il répond franchement, sans détour, avec même un petit sourire, qu'il n'a jamais rien vu de semblable. Il aborde ensuite une discussion sur la vie dans l'Univers. Il ne sait pas très bien à quoi cela correspond, il confond Galaxie avec Univers. Il parle des étoiles et pense que s'il y a des étoiles, il y a d'autres vies et pense que la vie extra-terrestre se manifeste de façon identique à la nôtre.

Sur ses croyances religieuses et l'évolution de celles-ci après son observation, il répond qu'il croit en Dieu et que cela ne change en rien ses croyances. Son épouse qui assiste à l'entretien tiendra à intervenir dans la discussion pour se substituer à son mari. Elle parle également de ses convictions religieuses.

Elle explique qu'elle évolue vers des sentiments de moindre croyance religieuse depuis quelques années. Elle n'a pas d'idées précises sur le sens des mots Univers - Espace et partage le point de vue de son mari sur la vie extra-terrestre.

A la fin de cet entretien, elle tient à nous faire remarquer que l'on n'aurait pas vu son mari s'il n'y avait pas eu la trave visible au sol. Elle ne comprend pas bien pourquoi l'on s'intéresse autant à ce qu'a observé son mari.

### 3.4. - SYNTHÈSE DU TÉMOIGNAGE

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Comme on le voit, les différentes versions du témoignage de M. COLINI diffèrent très peu sur le fond ; elles ne sont pourtant pas identiques, loin de là, mais les différences résident essentiellement dans le choix des termes employés (vocabulaire neutre, vocabulaire évocateur ou "signifiant"). Bien entendu, il faut garder à l'esprit que ce choix des mots peut être dû aussi bien aux rédacteurs (enquêteurs) qu'au narrateur (témoin). Dans le cas de M. COLINI, sa maîtrise parfaite du vocabulaire français nous pousse à penser que ces différences sont dues plus aux premiers qu'au second.

Ainsi dans la version fournie par un enquêteur de XYZ, la présentation est plus littéraire, plus émotive : *il s'étonne... objet étrange... impressionné par ce spectacle insolite... inquiet et étonné... et se réfère volontiers à une imagerie préexistante (chez l'enquêteur privé) ... il découvre une sorte de véhicule ovoïde... Le témoin ne voit pas d'antenne, pas de hublot, pas d'ouverture... vitesse fulgurante...* Dans le détail, on peut noter que la version XYZ néglige de préciser que c'est le bruit (léger sifflement) qui a attiré l'attention du témoin. Par contre, le récit fait état de déplacements de poussières quand l'engin quitte le sol, détail qui n'est pas apparu dans l'enquête du GEPAN. Enfin, le dessin fourni à XYZ par le témoin est assez différent de celui qu'il a fourni au GEPAN : celui de XYZ semble plus "classique", si l'on peut dire, et fait d'une main beaucoup plus sûre.

Finalement, les différents éléments recueillis ne conduisent certainement pas à tracer un profil défavorable du témoin. Ni au plan des attentes (échelle affective), ni au plan des présupposés (échelle cognitive), la subjectivité du témoin ne semble avoir eu une forte probabilité d'intervention. Par contre, les difficultés que M. COLINI a à s'exprimer verbalement peuvent avoir favorisé l'intervention de la subjectivité des enquêteurs dans la rédaction des différentes versions de son témoignage. L'analyse devient alors trop complexe pour conduire à une conclusion précise et détaillée sur ce témoignage unique, au-delà de la simple constatation d'une bonne cohérence générale.

### 4. - ELEMENTS PHYSIQUES PRELEVES

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A la fin de son observation, M. COLINI s'est rendu à l'endroit qu'il estimait être celui où la forme observée était posée sur le sol. A cet endroit précis il découvre des traces inhabituelles qu'il perçoit très nettement sur le sol de la plate-forme. Ces traces sur le sol ont fait l'objet d'examen, de photographies, de prélèvements de sol et de végétation pour être ensuite analysés en laboratoire.

#### 4.1. - LOCALISATION DE LA TRACE

Les traces marquées au sol se situent sur la grande terrasse (niveau 1) à proximité de l'entrée Sud -Est (petit chemin de terre). Elles sont visibles sur la bande en terre battue à proximité immédiate du bord du mur de la restanque, à 22 mètres de l'arbre à la gauche duquel M. COLINI a aperçu la forme au début de l'observation (croquis 3 et 4).

#### 4.2. - DESCRIPTION

L'ensemble des éléments concernant la description de la trace résulte des éléments recueillis par les diverses sources d'information (Gendarmerie, GEPAN, XYZ).

##### 4.2.1. -

Dès le vendredi 9 janvier, la Brigade de Gendarmerie de A2 procède à un examen des traces : *"Nous constatons la présence de deux cercles concentriques l'un de 2,20 m de diamètre, l'autre de 2,40 m de diamètre. Les deux cercles laissent apparaître une couronne de 10 centimètres d'épaisseur. Sur cette couronne, sont nettement visibles deux parties diamétralement opposées de 0,80 m environ... et qui présentent des stries noires semblables à des traces de ripage..."* Dessin de la gendarmerie (réduction 1/10, Croquis 7). Photos de la gendarmerie (N° 10, 11, 12 et 13).

##### 4.2.2. -

Quelques jours plus tard, une description sensiblement différente est fournie par l'enquêteur de XYZ . Au lieu de deux portions diamétralement opposées et nettement plus marquées que le reste de la couronne circulaire, il observe *"plutôt un fer à cheval" qui "porte des stries régulières" ... "comme si on avait ripé un métal sur l'emplacement"... "sur cette surface striée parfaitement nette, toute trace de végétation a disparu"* (ce qui est inexact comme on verra en 6-1-A).

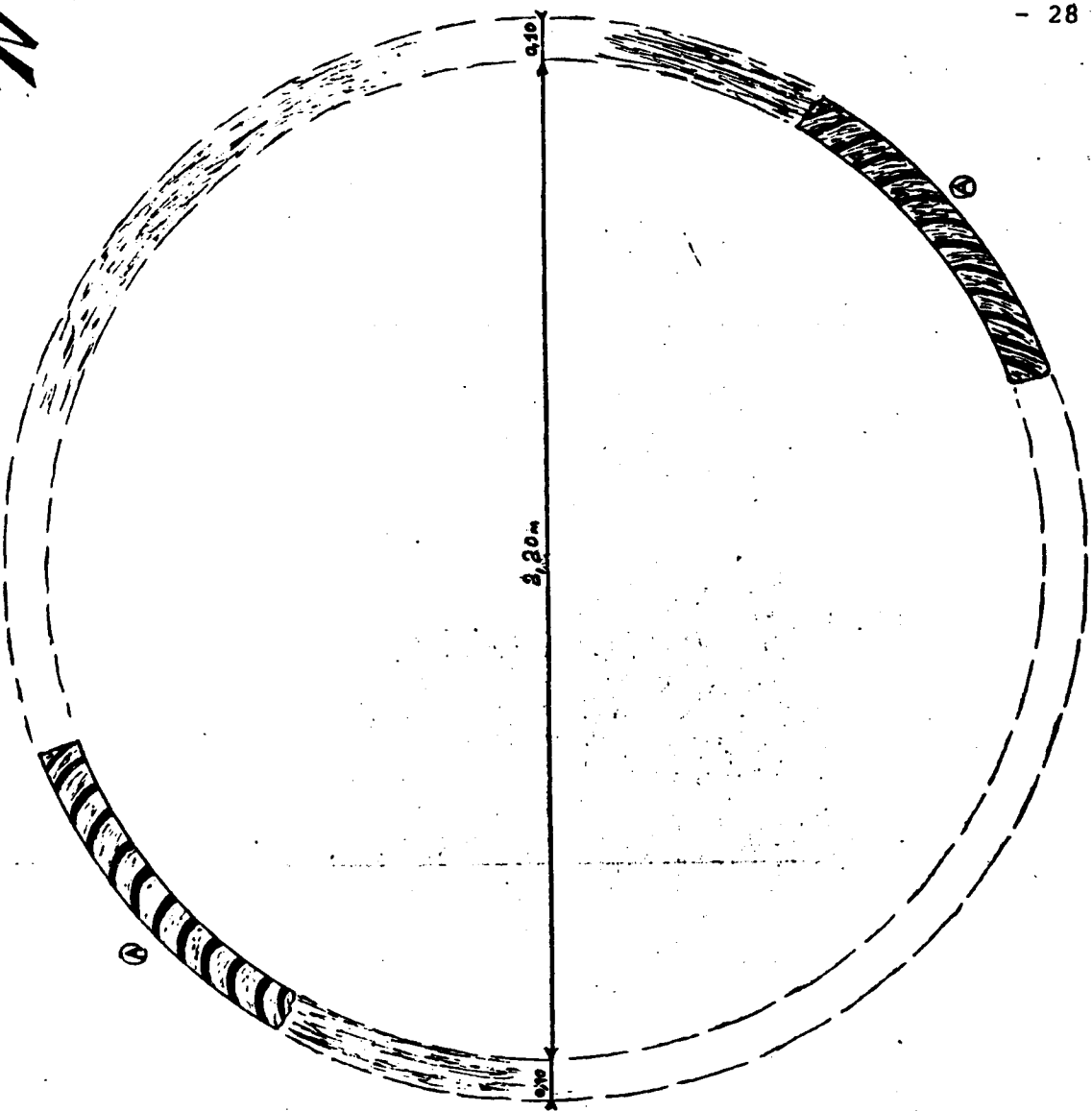
##### 4.2.3. -

Le 17.02.81, soit 40 jours après l'observation de M. COLINI, la trace est encore visible, sans doute en raison du peu de précipitations depuis le 8.01.81 (1 seul orage peu après) mais aussi du fait que cette partie de la propriété n'est généralement pas fréquentée. Visuellement on pouvait constater la présence d'une zone en arcs de cercle nettement plus claire par endroit que le reste du terrain. La terre y était fortement tassée, formant une croûte de l'ordre de un centimètre d'épaisseur. La surface à certains endroits de cette couronne semblait avoir été frottée sur une faible distance.



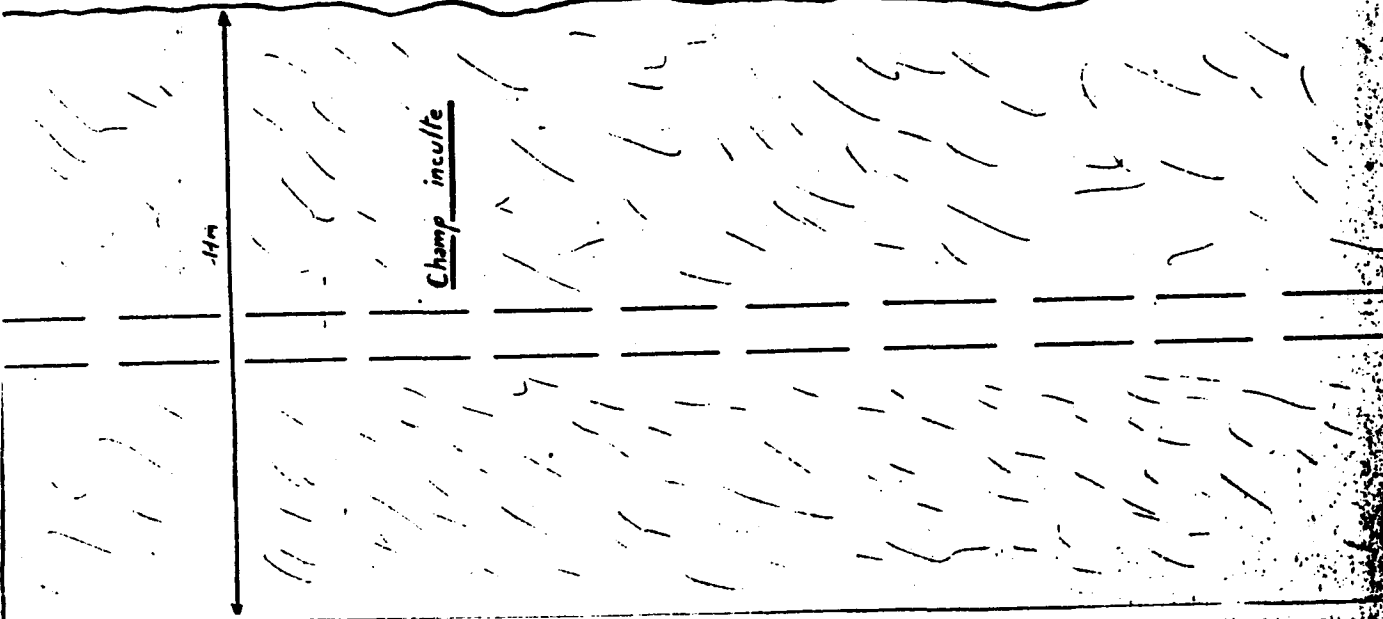
CROQUIS 7 (ENQUETE DE LA GENDARMERIE)

A: Traces 0,80 m de longueur et 0,10 m de largeur relevés sur le terrain

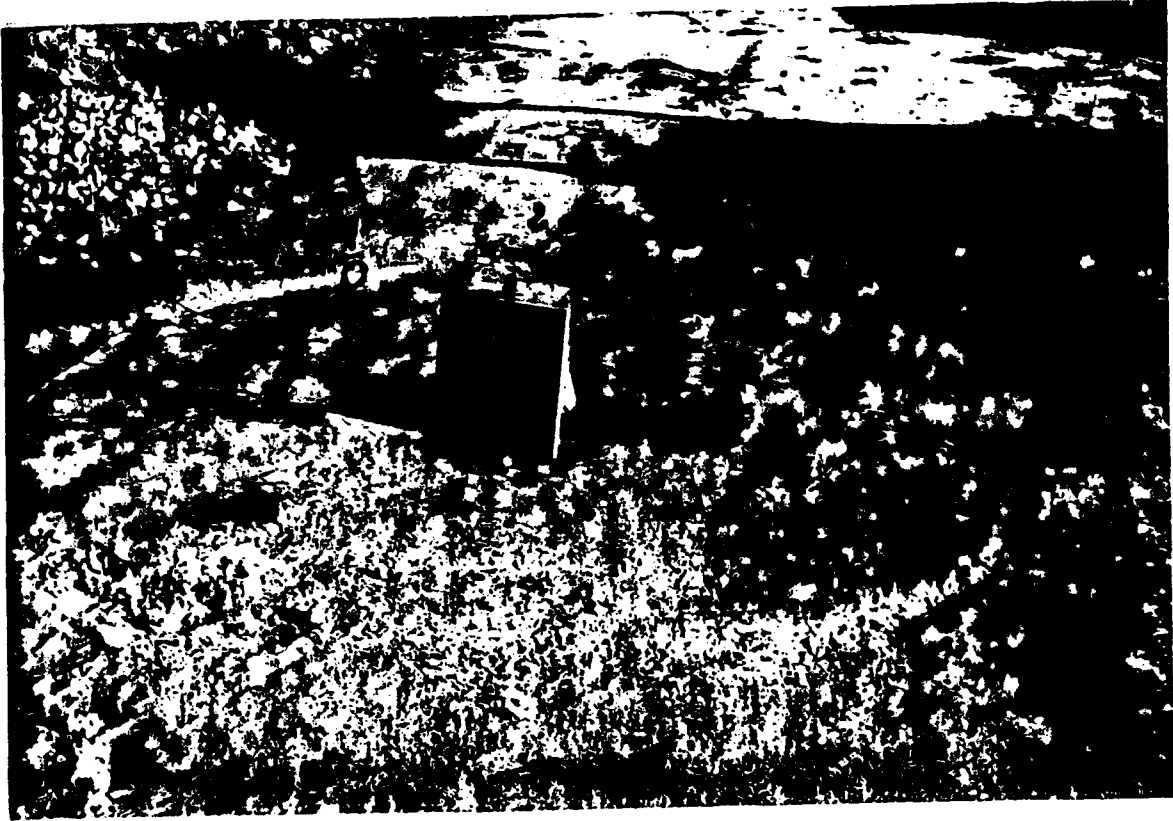


Chemin de terre largeur moyenne 2,10 m.

Echelle: 1/10.



Champ inculte



4

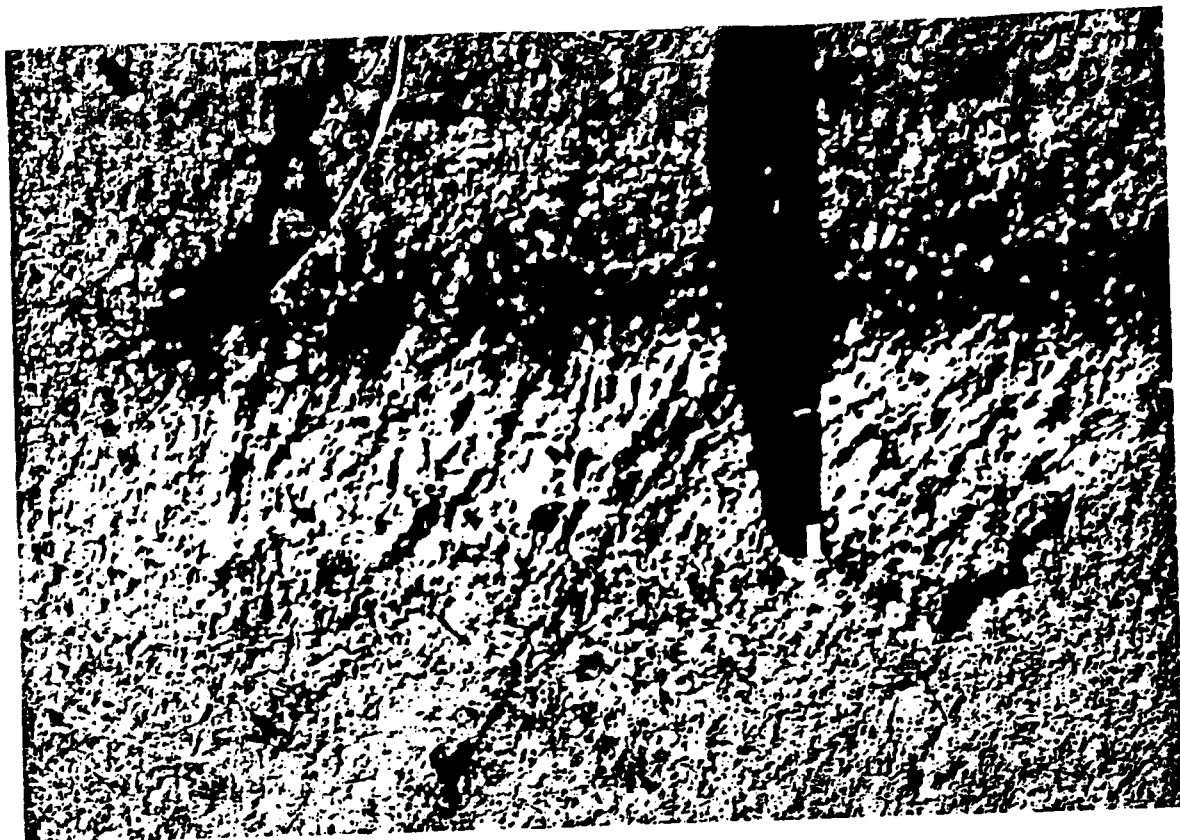
PHOTOS N°. 10 et 11. Vues des traces laissées par l'OVNI sur la terre et l'herbe

- Lieu de prélèvement de la terre
- Lieu de prélèvement de l'herbe

ENQUETE DE LA GENDARMERIE



5



- 30 -

6

Vues rapprochées des traces laissées sur la terre

PHOTOS N°. 12 et 13

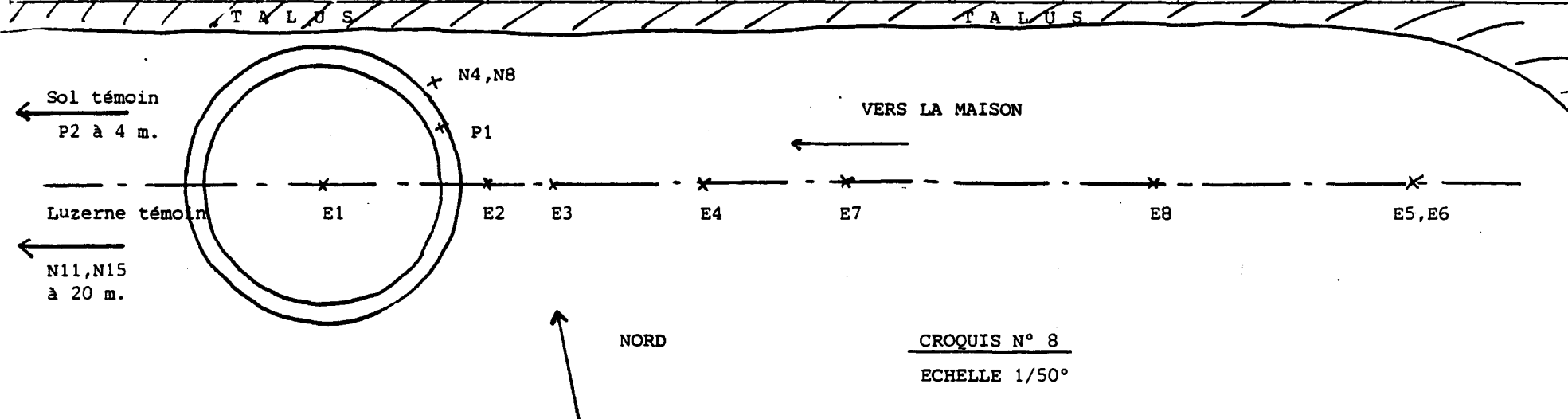
ENQUETE DE LA GENDARMERIE



7

P R E L E V E M E N T S D E V E G E T A U X

Identification	E1	E2	E3	E4	E5,E6	E7	E8	N4	N8	N11	N15
Distance au Centre de la trace (mètres)	0	1,5	2,1	3,5	10	4,8	7,6	1,5	1,5	20	20
Nature	Luzerne sauvage feuilles jeunes	idem	idem	idem	idem	thym	salade sauvage	luzerne sauvage feuilles âgées	luzerne sauvage feuilles jeunes	luzerne sauvage feuilles âgées	luzerne sauvage feuilles jeunes
Date	17-02	17-02	17-02	17-02	17-02	17-02	17-02	9-01	9-01	23-01	23-01



#### 4.3. - PRELEVEMENTS

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Trois opérations de prélèvements ont été effectuées sur cette zone :

- Le 9 Janvier, deux prélèvements ont été faits par la Gendarmerie en P1 (échantillon de terre) et (N4,N8) (plants de luzerne). Voir croquis 8.
- Le 23 Janvier, à la demande du laboratoire d'analyse biochimique la Gendarmerie a procédé à de nouveaux prélèvements de végétaux loin des traces à une vingtaine de mètres (prélèvement végétal N11, N 15).
- Le 17 Février, le GEPAN a procédé à une nouvelle série de 8 prélèvements végétaux notés de 1 à 8 sur des plants de luzerne sauvage et autres. Les distances entre ces prélèvements et le centre de la couronne ont été mesurées et reportées sur le tableau du croquis 8. Enfin, un prélèvement en vrac de sol témoin (P2) a été réalisé en dehors de la zone de trace, 3 à 4 mètres plus loin sur la terrasse.

En résumé, il y a eu :

. Sur le sol :

- 1 prélèvement sur la trace (P1)
- 1 prélèvement témoin (P2).

. Sur la végétation :

- 8 prélèvements à distance variable de la trace (E1 à E8)
- 1 prélèvement témoin (N11, N15 à 20 m.)
- 1 prélèvement à 1,5 du centre : N4, N8.

L'ensemble de ces prélèvements a fait l'objet d'analyses en laboratoire.

#### 5. - DONNEES COMPLEMENTAIRES SUR L'ENVIRONNEMENT -

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##### 5.1. - RENSEIGNEMENTS METEOROLOGIQUES

Au moment de l'observation de Monsieur COLINI, jeudi 8 Janvier 1981 vers 17 heures, les conditions météorologiques étaient les suivantes à la station la plus proche (17 kms au Sud-Ouest du lieu de l'observation) :

- température : 6°8
- humidité : 30 % pas de précipitations
- vent : Sud Est à 2 m/s
- nébulosité : 2/8
- bonne visibilité

Par la suite, des précipitations importantes ont eu lieu pendant le week-end (10 et 11 janvier). Par contre, jusqu'au 17 Février, date de l'enquête GEPAN, il n'y a plus eu de nouvelles

précipitations, ce qui a contribué sans doute à ce que la trace reste visible jusque là et permis au GEPAN de faire des prélèvements significatifs d'échantillons.

5. 2. - RENSEIGNEMENTS SUR L'ACTIVITE AERIENNE -

Après avoir demandé des renseignements aux autorités civiles et militaires de la région concernant la circulation aérienne au-dessus de la localité de A1, il nous a été indiqué, après enquête (par l'ALAT) qu'il apparaissait seulement qu'un vol d'hélicoptère Alouette 11 avait survolé cette région, à une hauteur de 200 m du sol aux environs de 16h.30 locales le 8 Janvier 1981.

5. 3. - RENSEIGNEMENTS DIVERS -

La localité de A1 est située au Sud d'une région où est implanté un des plus grands camps de manoeuvre français : " le camp de JOUVAN. Nous avons alerté les autorités militaires pour savoir s'il y avait eu une activité particulière ce jour là. Au JOUVAN, la seule activité notable à l'heure de l'observation a été un tir de canon de char à obus inerte à courte portée, exécuté face à l'Ouest sur un champ de tir situé à plus de 25 km au Nord de A1.

6. - ANALYSE DES ECHANTILLONS DE SOL -  
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6.1 - DETAIL DES ANALYSES

Le tableau ci-dessous présente les caractéristiques des deux types d'échantillons prélevés :

Identifi- cation	Date	Lieu	Surface prélevée	Qualité	Quantité	Profondeur du prélèv.
P1	9.01.81	Sur la cou- ronne Croquis 8	qq dizaines de <sub>2</sub> cm	2 plaques en surface + qq mor- ceaux	environ 100 g	2 cm
P2	17.02.81	4 mètres de la couronne	qq dizaines de <sub>2</sub> cm	petite pel- letée de terre friable	environ 200 g	en surface

Les analyses ont débuté par un examen visuel grossier et global à la loupe binoculaire puis, plus précisément, après le choix de zones présentant des aspects particuliers, au microscope.

Cette première étape a été réalisée dans un laboratoire du CNES sur l'échantillon P1.

Dans une seconde étape, les échantillons ont été confiés à différents laboratoires d'analyses physico-chimiques afin de :

- déterminer la structure et la composition des éléments constituant les échantillons P1 et P2 ;
- analyser et interpréter les différences éventuelles de composition, de structure, etc... entre les deux échantillons pour tenter de mettre en évidence des effets et des actions (mécaniques, thermiques, radiatives, etc...) pouvant être à l'origine de ces effets.

#### A) - ANALYSE VISUELLE ET AU MICROSCOPE EFFECTUEE AU CNES -

Une série de photographies ont été prises à l'aide d'un microscope optique à faible grossissement. L'échantillon P1 a été divisé en deux parties : P1a et P1b qui ont donné respectivement lieu à 2 et 3 photos aux grossissements variés (paramètre G).

##### ECHANTILLON P1a :

La photographie N° 14 (échantillon P1a) est prise à l'échelle 1 (G = 1). Deux morceaux importants figurent sur cette photographie. Cette terre fortement compactée (croûte épaisse de 6 à 7 mm) à prédominance calcaire, d'un aspect très sec, ne laisse apparaître que quelques traces de végétation (mousse desséchée).

En surface, des stries courbes apparaissent, en clair sur la photo, et montrent que cette terre a subi un frottement en surface qui a retiré des grains de silice (effet de ponçage).

La photographie N°15 montre avec un grossissement G = 6,4, une partie agrandie de l'échantillon P1a. On note la présence (partie gauche) d'un silex qui a été non seulement enfoncé, mais également arasé jusqu'au niveau de la terre.

On peut distinguer de part et d'autre de ce silex une ligne de fracture du sol, peut être due à l'action conjuguée d'une pression mécanique alliée à un échauffement du sol.

Par contre, la partie droite de la photo N° 15 paraît plus sombre et contient de petites pousses végétales ayant sans doute germé après le recueil de l'échantillon, l'effet de ponçage apparaît moins évident.

ECHANTILLON P1a

G = Grossissement à la loupe  
binoculaire

PHOTO 14(G = X 1)

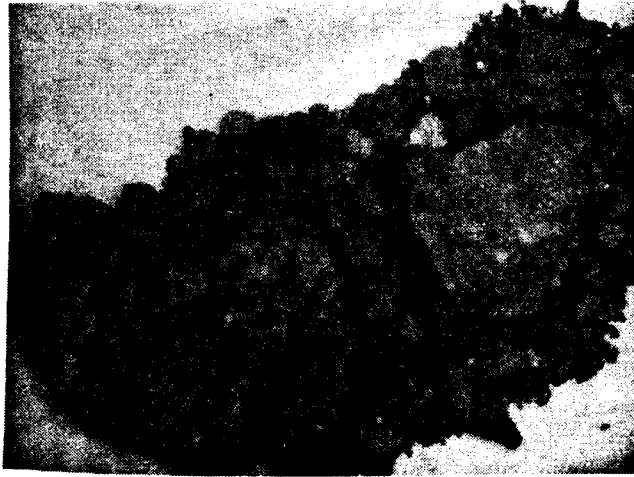
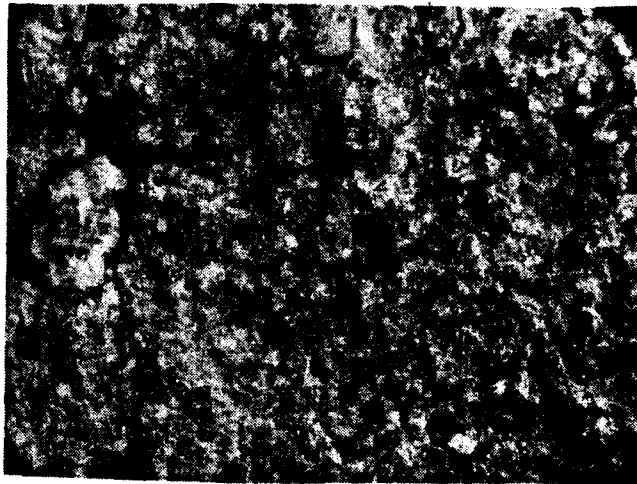


PHOTO 15 (G = X 6,4)





ECHANTILLON P\_1b :

La photo n° 16, grossissement  $G = 1$ , présente des morceaux de terre prélevés sur la même portion de la couronne et l'aspect de compression semble le même sur le morceau de gauche où les striures sont également visibles. Mais surtout sur cette zone nous notons la présence d'une partie sombre qui pourrait correspondre à un apport, voire à une transformation en surface, de matériaux. Cet aspect est nettement visible sur les photos 17 et 18, à grossissement  $G = 5$  et  $G = 13$ .

On peut noter la présence sur la photo 18 d'un début de germination de végétaux, qui repousse le dépôt noir.



PHOTO 16 ( $G = X1$ )



PHOTO 17 ( $G = X 5$ )



PHOTO 18 ( $G = X 13$ )

B) - ANALYSES PHYSICO-CHIMIQUES AU LABORATOIRE DE LA SNEAP

Ce laboratoire est habituellement chargé par le GEPAN des premières analyses pour déceler et identifier la présence de corps ou de matériaux organiques et minéraux. Le laboratoire a procédé à deux types d'analyses, l'une portant sur le dépôt noirâtre visible, l'autre sur la surface laissant apparaître des stries. (échantillon P1b).

Par dilution dans des révélateurs il a été possible de constater qu'il n'y avait pas de composés organiques décelables caractéristiques de produit de combustion des moteurs utilisant des hydrocarbures.

A l'aide d'une microsonde électronique (CAMECA) portant toujours sur les mêmes échantillons (P1b) il a été possible de mettre en évidence la présence de fer. Cependant, cette mesure ne permettait pas la détermination de cet élément sous forme fer libre ou oxyde. Ce composé métallique est plaqué sur les grains de roche calcaire en stries avec une épaisseur de l'ordre du micron. Le fer n'est pas accompagné des Cr, Mn, Ni, etc. souvent utilisés dans les aciers.

C) - ANALYSE AU LABORATOIRE DE MICROSCOPIE ET STRUCTURE DES MATERIAUX (UNIVERSITE PAUL SABATIER DE TOULOUSE) -

Faisant suite aux premières analyses réalisées au laboratoire de la SNEAP, une étude plus approfondie est entreprise par dissolution des échantillons dans l'eau, dessiccation (dispersion par ultrason) et diffraction électronique.

L'analyse de l'échantillon P2 laisse penser qu'il y a coexistence d'au moins trois composés :  $\text{BaCa}(\text{CO}_3)_2$ ,  $(\text{CaO}_2, 8\text{H}_2\text{O})$  et en moindre quantité  $\text{Fe}_3\text{O}_4$ , (les deux premiers pouvant résulter du mode de préparation).

Sur l'échantillon P1b, il apparaît une plus grande concentration de  $\text{CaO}_2, 8\text{H}_2\text{O}$  sous forme cristalline. Par contre l'un au moins des constituants de cet échantillon est dans un état monocristallin alors que cet état n'était pas constaté dans la terre de référence (échantillon P2).

D) - ANALYSE AU LABORATOIRE DE L'UNIVERSITE DE METZ -

De manière à permettre un recoupement entre les analyses réalisées sur les échantillons, nous avons confié à des laboratoires différents le même type de problème à résoudre. Le laboratoire d'analyse commun de la Faculté de METZ a reçu une partie des éléments de sol (témoin et portion de couronne indurée).

Pour permettre une identification des composants, ce laboratoire a fait une analyse en spectrométrie de masse par bombardement ionique du substrat.

Sur l'échantillon prélevé sur la couronne :

● En ion négatif :

Sur les particules noires macroscopiques ( $100\mu$ ) on note la présence de  $C_2H_2O$  avec une section efficace importante.

On note aussi la présence des ions 63 et 79 typique de l'ion phosphate.

Les spectres négatifs ainsi obtenus présentent des analogies avec ceux de certains polymères ou de résidus pétroliers.

● En ion positif :

Les particules noires se distinguent de la terre environnante par l'absence d'aluminium. Le sodium, le magnésium, le titane sont en très faible quantité, le calcium étant l'élément majoritaire. Par ailleurs, la présence d'autres fragments mentionnés en ions négatifs confirme l'existence d'une matrice carbonée polymérique.

En conclusion, les particules noires macroscopiques semblent être des résidus de combustion.

E) - ANALYSE DES ECHANTILLONS DE SOL AU LABORATOIRE D'ANALYSE PHYSIQUE DE PAU -

Ce laboratoire est spécialisé dans l'analyse de traces physico-chimiques sur les matériaux minéraux et organiques. Il est bien connu des services du CNES depuis que, il y a quelques années il avait effectué l'analyse des éléments du sol lunaire, à partir d'échantillons fournis par la NASA.

Le laboratoire d'analyse physique utilise un spectromètre de masse à étincelles.

Les échantillons de sol analysés ont été prélevés sur ceux fournis aux laboratoires précédents. Cette analyse révèle une qualité de sol banale, argilo-calcaire. Les résultats montrent qu'il y a peu de différence significative entre le sol témoin et le sol sur lequel un dépôt est visible. Les seuls éléments quantitativement décelables sont le zinc et le phosphate. Le laboratoire interprète ceci comme pouvant provenir d'une peinture noire primaire à base de Carbon black.

## 6.2. - SYNTHÈSE DES ANALYSES DE SOL -

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Les méthodes d'analyse et d'observation microscopique ont mis en évidence des éléments indiquant que la partie du sol où Monsieur COLINI déclare avoir observé le phénomène, a subi diverses modifications, par exemple :

### - un effet mécanique -

En observant les photographies 14 et 15, nous constatons que les zones claires et sombres correspondent à des stries courbes dont le contour assez précis (sillons) peut évoquer un effet de matissage

De même, un silex apparaît coupé sur la tranche et même avoir subi un polissage en surface. Le sol semble particulièrement compacté à cet endroit. La terre prélevée dans cette zone présente une dureté, une consistance importante (croûte), ce qui n'est pas du tout le cas de la terre témoin qui au contraire présente un aspect friable.

### - un effet thermique -

Le laboratoire de la SNEAP estime qu'il y a eu chauffage lors du frottement car le grès est plus solide sous la trace noire de fer (ou d'oxyde de fer) qu'à côté. De plus, les grains de  $\text{CO}_3\text{Ca}$  ne sont pas "foisonnants". Ils n'ont donc pas été échauffés à une température supérieure à  $600^\circ$ , ce qui aurait provoqué la dissociation de  $\text{CO}_3\text{Ca}$ , puis sa recombinaison, avec efflorescence "foisonnante".

Par ailleurs, le laboratoire de la Faculté de Rangueil a tenté sans succès de reproduire une monocristallisation des composés du sol par chauffage à  $1000^\circ$  sur 2 heures.

Ainsi l'ensemble des analyses peut se résumer selon le tableau ci-après et les constatations suivantes :

- . une forte pression mécanique a été exercée (probablement due à un choc) en surface ;
- . l'apparition d'une modification de structure superficielle du sol (stries et érosion) ;
- . un échauffement thermique du sol, peut-être consécutif au choc, dont la valeur n'a pas excédé  $600^\circ$ .
- . un éventuel apport de matériaux sous forme de traces décelables sur les échantillons analysés tel qu'une faible quantité de fer ou d'oxyde de fer sur grain de calcaire, et une faible quantité décelée de phosphate et de zinc.

LABORATOIRE	TYPE D'ANALYSE	RESULTATS	INTERPRETATION ENVISAGEE
SNEAP de BOUSSENS	- physico-chimique - visuelle - microsonde électronique	Pas de trace organique Dépôt de matière Présence de fer libre ou d'oxyde de fer.	Corps de masse importante ayant frotté le sol, et laissé un dépôt Mise en évidence d'un effet thermique et mécanique
Faculté de Ranguel Physique et Structure des matériaux	Micro-diffraction d'électrons	Présence d'un composé monocristallin qui n'est pas retrouvé dans le sol témoin	
Laboratoire LAMMA Faculté de METZ	Spectrométrie de masse ionique en surface et en profondeur	Apparition des masses 63 et 79 typiques des phosphates ainsi qu'une matrice carbonée polymérique	Possibilité de résidus de combustion
Laboratoire LDP de PAU.	Spectrométrie de masse à étincelles	Identification de tous les composés présents dans le témoin et le sol marqué Apport de phosphate et de Zinc	Trace laissée sur le sol pouvant provenir d'un revêtement primaire (peinture) ayant été frotté

TABLEAU RECAPITULATIF DES ANALYSES AYANT ETE EFFECTUEES SUR LES PRELEVEMENTS

## 7 - ANALYSES BIOCHIMIQUES DES ECHANTILLONS DE VEGETAUX -

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Cette partie de l'enquête a été prise entièrement en charge par le Docteur BOUNIAS du Laboratoire de Biochimie à l'Institut National de la Recherche Agronomique (Centre d'AVIGNON-MONTFAVET). Il a lui-même rédigé une synthèse des travaux qu'il a effectués à ce jour (Mars 1983) et c'est son texte qui constitue les sections suivantes (7.1. à 7.5.)

### 7.1. - INTRODUCTION

A la suite de l'observation d'un "objet non identifié" le 8.1.1981, dans des circonstances précédemment décrites, (voir les différentes parties de l'enquête ), des prélèvements de végétaux ont été effectués en vue d'une analyse biochimique des conséquences éventuelles du "phénomène". Différentes sortes de traumatismes physico-chimiques peuvent, en effet, se manifester à plusieurs niveaux : effets primaires des radiations sur les peroxydases et les co-facteurs d'oxydo-réduction (GIACOMELLI et al., 1964, Rad. Bot., 4, 395-403) ainsi que sur les pigments chlorophylliens et caroténoïdiens (BOUNIAS, 1973, Arabidopsis Inf. Serv., 10, 26-28) ; effets des "chocs hydriques" sur les peroxydases, les glucides et les amino-acides (THAKUR, 1981, New Phytol., 89, 25-32; 1980, Biol. Plant., 22, 50-56 ; 1982, Environ Exp. Bot., 22, 221-226) ; effets de la température et de l'éclairement sur les inter-relations entre pigments photosynthétiques et amino-acides libres (BOUNIAS, 1972, Thèse Doctorat ès Sciences, LYON I, n°98, 262 p. et 1975, Can. J. Bot., 53, 708-719).

Les résultats numériques présentés ici constituent la première partie des Recherches effectuées : ils seront suivis d'une série de données complémentaires en cours d'analyse.

### 7.2. - PRELEVEMENTS D'ECHANTILLONS

Le principe consiste à choisir une même espèce, animale ou végétale, dont il soit possible de trouver une suite de "stations" écologiques situées sur un axe prenant son origine au centre du "phénomène" et s'éloignant au maximum. Les points les plus éloignés sont alors assimilables à des "Témoins" tandis que les points intermédiaires doivent permettre de détecter une éventuelle gradation des conséquences du "phénomène" jusqu'aux échantillons les plus exposés c'est à dire ceux qui sont situés dans le plus proche voisinage du point de "contact" ou de "rapprochement maximum", ce qui ne signifie pas que le maximum d'émission éventuelle d'une forme quelconque d'énergie soit forcément situé sous l'objet lui-même. Dans le cas de l'observation du 8.1.81, les échantillons sont constitués par des plants d'une luzerne sauvage : Medicago minima. Deux séries de prélèvements ont été effectuées successivement :

- a) Par la gendarmerie de A2
  - . le 09.01.81 dans l'une des traces (1m50 du centre)(jour J + 1)
  - . le 23.01.81 à 20 m de la trace, au titre de témoin (J + 15)
  
- b) Par le GEPAN : le 17.02.81 (J + 40)
  - . les prélèvements sont effectués à partir du centre, sur la péri-

phérie, et à des distances croissant jusqu'à 10 m du centre.

Leur disposition est illustrée par la figure 1.

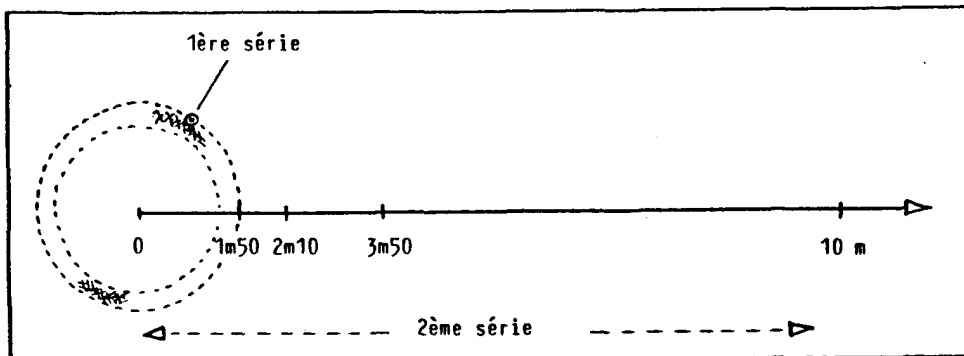


Fig. 1 - Disposition des prélèvements (schéma de principe)

#### Sélection des parties analysées

Les deux critères ayant présidé au choix des fragments analysés sont les suivants :

- a) Identité morphologique (y compris la couleur) des échantillons homologués provenant des divers points de prélèvements.
- b) Répartition des éléments retenus pour analyse sur toute la surface des prélèvements.

#### Description des prélèvements analysés (d=distance du centre)

1ère série : (regroupement de fragments morphologiquement semblables)

N-4 = feuilles âgées (d=1,5m)	: 103,78 mg sec	taille des feuilles
N-11 = feuilles âgées (d=20m)	: 96,14 mg sec	15 à 20 mm
N-8 = jeunes feuilles (d=1,5m)	: 51,7 mg sec	taille des feuilles
N-15 = jeunes feuilles (d=20m)	: 25,14 mg sec	3 à 4 mm

2ème série : (entièrement constituée de jeunes feuilles)(taille 3 à 4 mm)

E-1 = 8 feuilles (d ≈ 0)	76,8 mg frais	$\bar{P}$ =	9,6 mg/feuille
E-2 = 8 " (d ≈ 1,5m)	79,0 mg "	$\bar{P}$ =	9,88 mg/ "
E-3 = 18 " (d=2,1m)	52,0 mg "	$\bar{P}$ =	2,90 mg/ "
E-4 = 16 " (d=3,5m)	45,0 mg "	$\bar{P}$ =	2,82 mg/ "
E-5 = 8 " (d=10m)	96,0 mg "	$\bar{P}$ =	12,0 mg/ "
E-6 = 15 " (d=10m)	73 mg "	$\bar{P}$ =	4,87 mg/ "

Les échantillons E-5 et E-6 encadrent les valeurs des poids moyens individuels de l'échantillon E-1. La comparaison entre E-5 et E-6 pourra en outre rendre compte des effets éventuels imputables à la croissance des jeunes feuilles (au cas où E-3 et E-4, par exemple, présenteraient des

anomalies inhérentes à leur moindre développement, lié au hasards de la distribution éco-physiologique).

#### Relation poids frais/poids sec

Deux lots de 5 feuilles de la 2e série ont été desséchés à l'étuve (6 heures à 100°C) : le poids sec final représentait alors  $28,5 \pm 1,0$  % du poids frais.

### 7.3. - TECHNIQUES

Les techniques d'extraction et de chromatographie des lipides (dont les pigments photosynthétiques), des glucides et des amino-acides ont été décrites dans diverses publications : M. BOUNIAS : *Chimie Analytique*, 1969, 51, 76-82 ; *Analisis*, 1976, 4, 87-93 ; *Analisis*, 1980, 8, 287-295 ; *Analisis*, 1981, 10, 31-35, ainsi que dans un ouvrage de l'auteur paru chez Masson éditeur en 1983 (*L'analyse biochimique quantitative par nanochromatographie en couche mince* - 204 pages - ISBN 2-225-78914-2). Les dosages sont effectués après enregistrement des chromatogrammes au moyen d'un photomètre VERNON PHI-5 et d'un Spectro-Densitomètre à "balayage" CS-920. Les calculs d'étalonnage sont effectués selon un protocole mathématique rigoureux (sans aucun report graphique manuel) comportant une courbe d'étalonnage spécifique pour chaque composant analysé ; dans le cas des glucides, la méthode bénéficie des performances d'un nouveau réactif chromogène mis au point par l'auteur (M. BOUNIAS, *Analytical Biochemistry*, 1980, 106, 291-295). Des dosages spectrophotométriques de pigments chlorophylliens ont été effectués à partir d'extraits de feuilles de blé pris comme étalons de référence. Dans ce cas, les concentrations pigmentaires ont été calculées d'après les équations de COMAR et ZSCHEILE, in : *Rev. Cytol. Biol. Vég.*, 1959, 20, 1-160, de GOTTSCHALK et MULLER, *Planta*, 1964, 61, 259, VERNON, *Anal. Chem.*, 1960, 32, 1144, toutes dérivant de celles de MAC KINNEY : *J. Biol. Chem.*, 1941, 140, 315.

### 7.4. - RESULTATS

#### A - PIGMENTS PHOTOSYNTHETIQUES

La figure 2 illustre un chromatogramme-type obtenu à partir de plants de *Médicago minima* situés au maximum de distance du "phénomène" (20m) et considérés comme Témoins de comparaisons - (N-15).



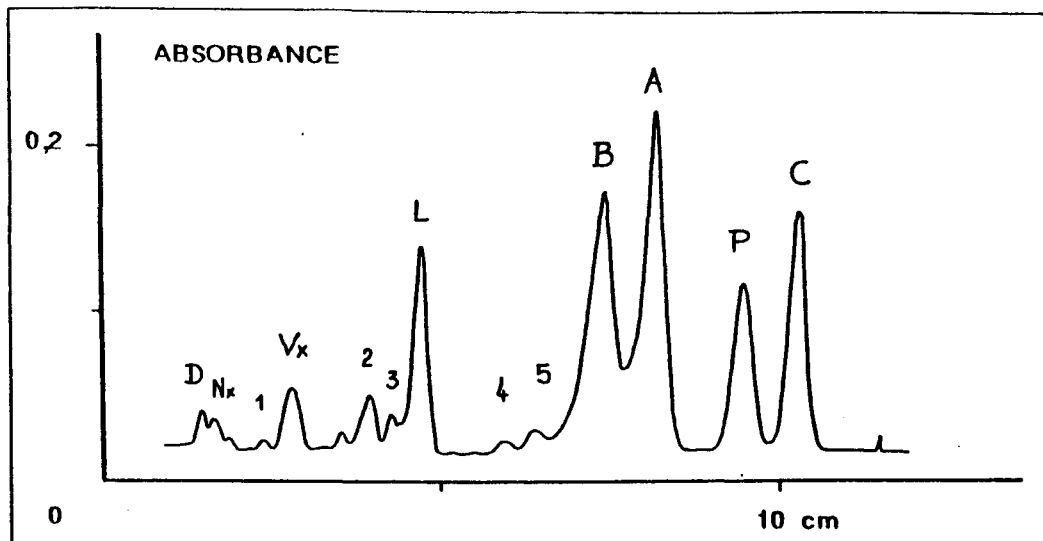


Fig. 2 - Chromatogramme d'extrait pigmentaire de la 1ère série (Phase chloroforme -sans révélation- Photomètre Vernon PHI-5 - Lumière blanche).

- |   |                          |
|---|--------------------------|
| D = Dépôt (chlorophyllides + phéophorbides + tannins) | L = Lutéine              |
| 1 = Méthyl chlorophyllides                            | 2 = Protochlorophyllides |
| 3 = type Lutéine-époxyde ou Zéaxanthine               | A = chlorophylle A       |
| 4 = type cryptoxanthine ou carotène-époxyde           | P = Phéophytines         |
| 5 = Oxy-chlorophylles                                 | C = β carotène           |
| Nx = Néoxanthine                                      | Vx = Violaxanthine       |

Le tableau 1 exprime en nanomoles par mg de tissus les résultats d'analyse des échantillons de la 1ère série. Les coefficients de variation atteignent C = 0,22 pour 3 mesures.

Les différences d'équipement pigmentaire inhérentes au vieillissement (abaissement des chlorophylles, augmentation des xanthophylles) déjà observés chez l'orge (BOUNIAS, Thèse 1972) se retrouvent ici sans équivoque dans les échantillons prélevés à 20 m.

Les échantillons provenant de la périphérie ( $d \approx 1,5m$ ) montrent un affaiblissement général des teneurs pigmentaires. Quel que soit l'âge des feuilles, les chlorophylles A sont abaissées de 33%, les chlorophylles B de 28% et la phéophytine de 31% : ces trois valeurs montrent une grande homogénéité.

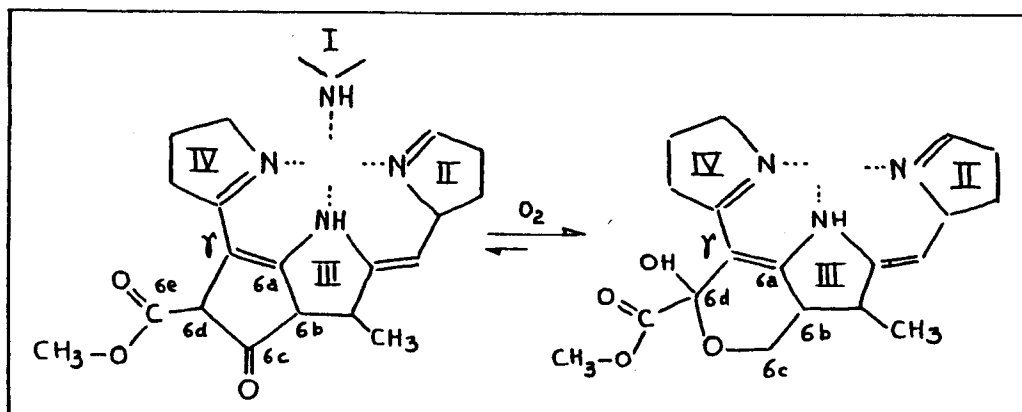
Parmi les caroténoïdes, le plus affecté est le β carotène qui est abaissé de 50 à 57% au voisinage du "phénomène", ainsi que la violaxanthine (-80% chez les jeunes feuilles).

Tableau 1 - Analyse des pigments dans les échantillons de la première série : jeunes feuilles (N-15=Témoin et N-8=exposées) et feuilles âgées (N-11=Témoins et N-4=exposées).

Pigments	N - 15	N - 8	N - 11	N - 4
Chlorophylle A	0,87	0,58	0,81	0,54
Chlorophylle B	0,62	0,45	0,51	0,37
(A + B)	1,49	1,03	1,32	0,91
Phéophytine A	0,73	0,44	0,29	0,20
$\beta$ Carotène	0,21	0,09	0,20	0,10
Lutéine	0,32	0,28	0,34	0,24
Violaxanthine	0,15	0,030	0,17	0,11
Néo-xanthine + chlorophyllides	0,28	0,30	0,26	0,25
Protochlorophyllide	-	-	9,9	6,0

Au cours de cette série d'analyses, il est apparu diverses formes isomères ou oxydées des chlorophylles A et B, ainsi que des phéophytines.

Les formes A' et B' semblent correspondre à des dérivés allomériques légèrement oxydés de polarité accrue, donc de mobilité chromatographique moindre, dont l'existence est connue depuis longtemps (JOHNSTON et WATSON, 1956, J. Chem. Soc., p. 1203). Le dérivé B' peut se transformer réversiblement en sa structure initiale B, tandis que le passage de la forme A aux formes A' et A'' s'est avéré irréversible. La forme A'' pourrait correspondre à l'une de celles décrites par STRAIN, 1955, J. Am. Chem. Soc., 77, 5195 et par FREED et al., 1954, J. Am. Chem. Soc., 76, 6006. De telles transformations, également décrites dans le cas du méthyl-phéophorbide B par CONANT et al., 1930, J. Am. Chem. Soc. 52, 3013, pourraient affecter le cycle III du noyau porphyrinique selon le schéma suivant :

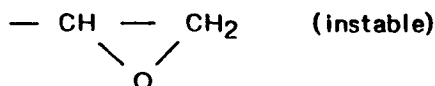


Ces modifications moléculaires se traduisent également par des modifications du spectre d'absorption. Ces dernières sont de deux types : d'une part un décalage vers les courtes longueurs d'ondes et d'autre part une augmentation du rapport des absorbances  $\lambda$  410 nm (bande de Soret) /  $\lambda$  677 nm (pic dans le "rouge"), qui peuvent être interprétés, selon STRAIN et al., 1963, B.B.A., 75, 306, comme l'indice de tendances à l'oxydation.

Les formes A et B présentent une mobilité chromatographique normale et la position des maxima de leur spectre est également conforme à celle des étalons. Les formes A' montrent un léger décalage du pic "rouge" de 677 vers 675 nm. Le rapport  $\lambda$  410 nm /  $\lambda$  677 nm y est élevé (supérieur à 2) et sa couleur est constamment plus forte dans l'échantillon 1 (d=0) que -par exemple- dans l'échantillon 4 (d=3,5m). Compte tenu des relations entre la structure moléculaire et les propriétés physiques des chlorophylles (STRAIN THOMAS & KATZ, 1963, B.B.A., 75, 306), cela semble traduire une tendance à l'oxydation :

► d'un radical  $\overset{\text{3c}}{-\text{CH}_3}$  en  $\overset{\text{3c}}{-\text{CH}=\overset{\text{2d}}{\text{O}}}$  par exemple, de Chl. A à Chl. B

► Peut-être d'un radical éthylène  $-\text{CH}=\text{CH}_2$  en époxyde :



qui influencerait alors peu sur la mobilité, masqué par les carbones  $\alpha$  - 2a - 2b de la molécule.

La phéophytine A est surtout caractérisée au voisinage du "phénomène" par un abaissement du rapport  $\lambda$  410 /  $\lambda$  675.

Notons, enfin, que les relations "structures/spectres" sont extrêmement délicates à manipuler : ainsi, les radicaux électrophiles de substitution exercent un effet bathochrome lorsqu'il s'appliquent aux carbones 2-6 et  $\gamma$  et un effet hypsochrome en position 3 ... (VERNON & SEELY, Op. cit. p. 75 ; SEELY & JENSEN, 1965, Spectrochim. Acta, 21, 1835).

Au niveau des caroténoïdes, la mobilité chromatographique n'est pas significativement affectée, mais l'analyse des spectres révèle parfois également une tendance à certaines modifications des structures moléculaires comme l'illustre la figure 4.

L'analyse comparée des divers extraits a montré que ces modifications structurales sont plus marquées dans les échantillons provenant du voisinage immédiat du "phénomène".

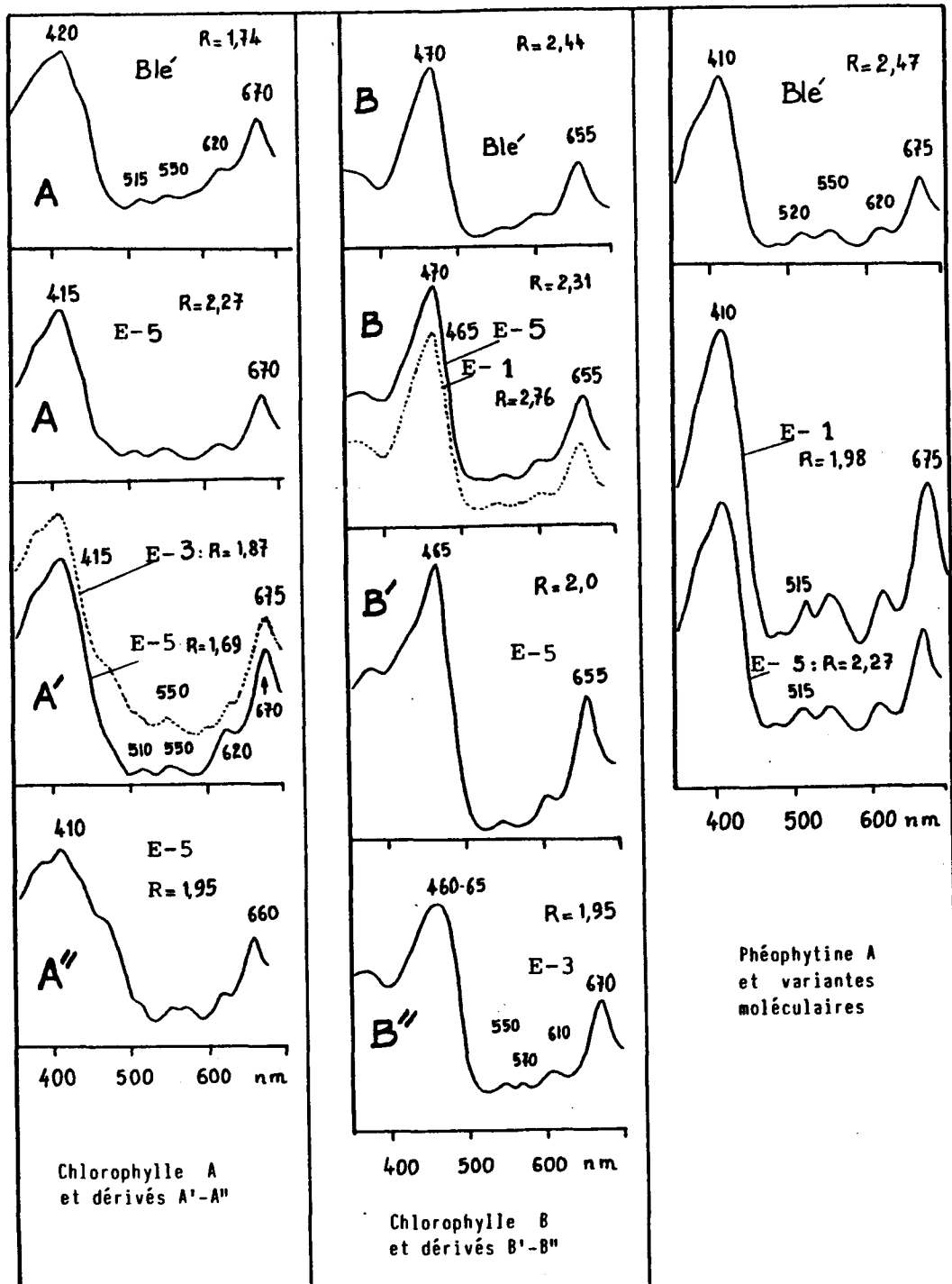


Fig. 3 - Hétérogénéité des formes moléculaires des chlorophylles et phéophytines dans les échantillons de la 2ème série (comparaison avec les pigments du Blé) -  $R = \lambda \text{ solet} / \lambda \text{ rouge}$ .

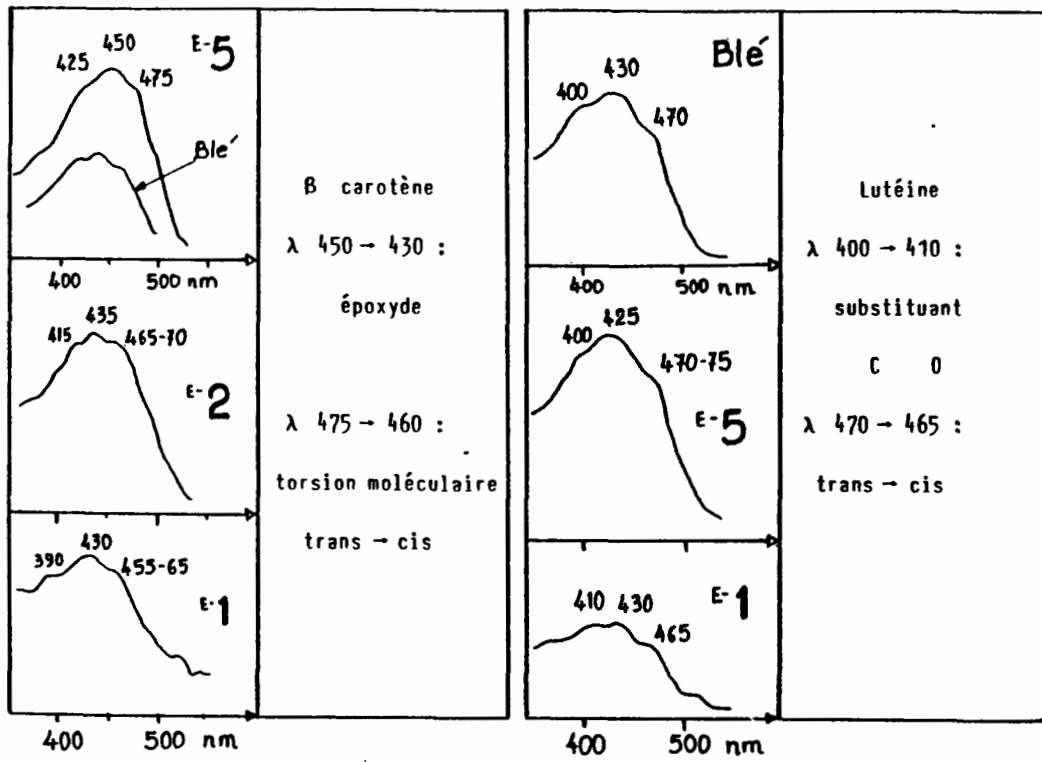


Fig. 4 - Modifications du spectre des caroténoïdes dans les échantillons de la 2ème série : significations structurales.

Les tableaux 2 et 3 précisent les résultats des analyses quantitatives effectuées à partir des différentes formes moléculaires séparées et identifiées d'après leur mobilités chromatographiques et leurs spectres respectifs.

Tableau 2

Pigments	E-1	E-2	E-3	E-4	E-5	E-6
Chlorophylle A	0,005	0,010	0,016	0,017	0,021	0,0082
Chlorophylle A'	0,353	1,08	1,14	1,17	1,25	1,28
Chlorophylle A''	trace	0,008	0,0088	0,0116	0,0281	0,0398
Chlorophylle B	0,030	0,031	0,030	0,037	0,049	0,031
Chlorophylle B'	0,13	0,23	0,22	0,15	0,18	0,14
Phéophytine A'	0,174	0,21	0,16	0,12	0,098	0,026
Phéophytine A	0,27	0,50	0,61	0,58	0,53	0,50
B carotène	0,090	0,106	0,12	0,158	0,195	0,251
Lutéine	0,089	0,087	0,123	0,140	0,175	0,287
Violaxanthine + Néoxanthine + chlorophyllides	0,327	0,538	0,468	0,746	0,592	0,655
Protochloroph. (4)	0,061	0,13	0,12	0,18	0,13	0,13
Protochloroph. (3)	0,071	0,23	0,21	0,20	0,16	0,16

Ces données numériques font apparaître différentes relations quantitatives entre les teneurs pigmentaires et la distance qui sépare les échantillons du point central du "phénomène".

Abréviations utilisées :

$$\left. \begin{aligned}
 \Sigma \text{ChIA} &= \text{ChI.A} + \text{ChI.A}' + \text{ChI.A}'' \\
 \Sigma \text{ChIB} &= \text{ChI.B} + \text{ChI.B}' \\
 \Sigma \text{PhA} &= \text{PhA} + \text{PhA}'
 \end{aligned} \right\} \Sigma \text{ChIA} + \Sigma \text{ChIB} = \Sigma \text{ChI} (A+B)$$

a) Chlorophylles f (d)

Les teneurs en chlorophylles (A) croissent en fonction de la distance (d) du centre du "phénomène" :  $N = 6$  ;  $p = + 0,6868$  ( $p = 0,546$ )<sup>\*</sup> (fig.5).

La corrélation devient beaucoup plus étroite si l'on exprime les teneurs en fonction de l'inverse des distances, après changement de coordon-

\* Seuil de signification/calculatrice TI59 ; Programme 21 ; module "statistiques".

-nées tel que :  $D = d + 1$  (pour éviter  $0^{-1}$ ) :

$$N = 6 ; \rho = 0,990 \quad (P = 4,1 \cdot 10^{-6})$$

(pente = 1,054 - intersections : 1,448 et 1,37)

Les chlorophylles B ne montrent pas de corrélation significative, mais la somme (A+B) conserve les mêmes propriétés (fig. 5)

$$\text{Le rapport } \frac{\Sigma \text{ Chl.A}}{\Sigma \text{ Chl.B}} \quad \text{augmente également avec } d \quad (\rho = + 0,7509)$$

( $\rho = 0,031$ ) et la relation, comme précédemment, se rapproche de la linéarité en fonction inverse des distances :  $(d+1)^{-1}$

$$N = 6 ; \rho = - 0,891 \quad (P = 0,0039)$$

(pente  $b = - 5,02$  ; intersections : 6,925 et 1,37)

Chez diverses plantes, le rapport ChlA/ChlB diminue avec l'âge, tandis que les phéophytines tendent à s'accumuler (BOUNIAS, Thèse 1972, n°98). Ainsi, chez l'orge le rapport A/B passe de 4,13 (au stade 4 jours) à 1,52 (au stade 24 jours) et chez l'Arabidopsis : de 2,16 (au stade 13 jours) à 1,70 (au stade 25 jours). Dans le même temps la teneur en phéophytines passe de 0 (à 13 jours) à 0,15 (à 24 jours) puis décroît en raison de la baisse de teneur en chlorophylles.

C'est ce que nous allons examiner également ici.

### b) Phéophytines

Le tableau précédent montre que la teneur en phéophytine A' va en décroissant du point  $d = 1,5$  (E-2) au point  $d = 10$  (E-5 et E-6). Cette relation prend toute sa signification lorsque les phéophytines sont exprimées relativement aux concentrations en chlorophylles (A) dont elles sont issues : il apparaît ainsi que dans l'extrait E-1 (au centre du "phénomène") la proportion relative de phéophytines est de très loin au point maximum. Les variations sont plus prononcées dans le cas du rapport  $\text{Ph.A}' / \Sigma \text{ChlA}$  que dans le cas de  $\Sigma \text{Ph}(A+A') / \Sigma \text{ChlA}$  (fig. 6).

Lorsque ces rapports sont exprimés en fonction de  $(d+1)^{-1}$ , celui qui englobe  $\text{Ph}(A+A')$  donne lieu à une relation linéaire :

$$N = 6 ; \rho = + 0,990 \quad (P = 4 \cdot 10^{-6})$$

$$\text{Intersections : } [0,359 ; - 0,41] \quad (\text{Fig. 6 E})$$

Par contre, dans le cas du rapport  $\text{Ph A}' / \Sigma \text{Chl(A)} = f(d+1)^{-1}$ , la courbe n'est pas complètement redressée quoique la corrélation reste très forte :  $\rho = 0,993$  ( $P = 1,4 \cdot 10^{-6}$ ). (Fig. 6 B)

La courbe peut être redressée de manière plus satisfaisante par l'emploi des coordonnées bi logarithmiques naturelles : la régression de

$\text{Ln} \frac{\text{Ph A}'}{\Sigma \text{Chl A}}$  sur  $\text{Ln} (d+1)$  donne pour  $N = 5$  ;  $p = 0,916$  ( $P=0,28 \cdot 10^{-3}$ )  
 Insections : - 0,72 ; + 0,68  
 pente :  $b = - 1,06$

**c) Caroténoïdes**

La figure 7 montre les variations respectives des concentrations en carotène et en Lutéine en fonction de d. Les paramètres résultant du calcul de corrélation-régression linéaire sont rassemblés dans le tableau ci-dessous.

Tableau 3

Paramètres statistiques	$\beta$ carotène	Lutéine
N = nombre de couples	6	6
Coeff. de corrél. $\rho$	0,945	0,871
Probab. signif. P	0,0022	0,012
Pente b	0,0130	0,0148
Intersections /x	0,094	0,083
/y	- 7,22	- 5,62
Point médian ( $\bar{x}$ ; $\bar{y}$ )	0,15 / 4,51	0,15 / 4,51

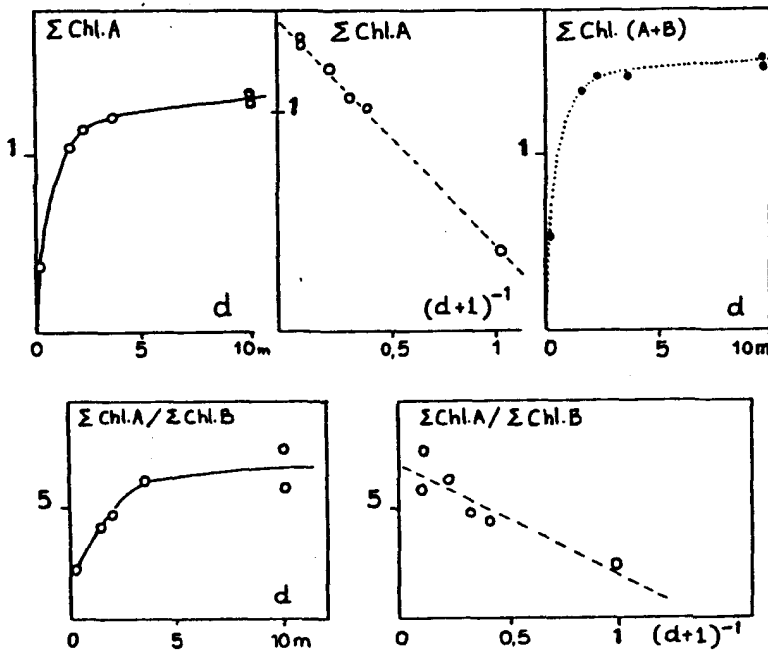


Fig. 5 - Modifications quantitatives affectant les chlorophylles A et B en fonction de la distance (d) au centre du "phénomène".



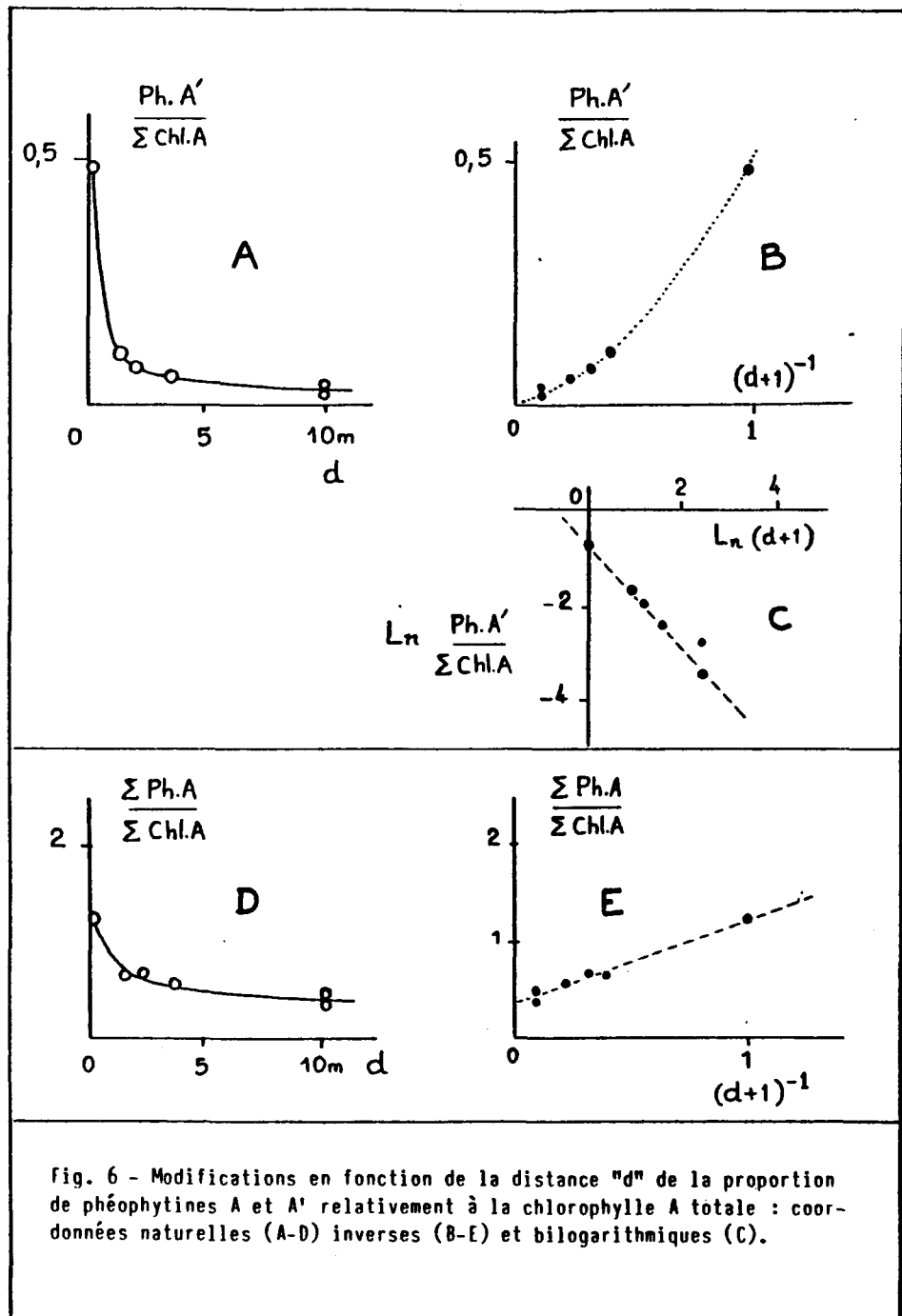


Fig. 6 - Modifications en fonction de la distance "d" de la proportion de phéophytines A et A' relativement à la chlorophylle A totale : coordonnées naturelles (A-D) inverses (B-E) et bilogarithmiques (C).

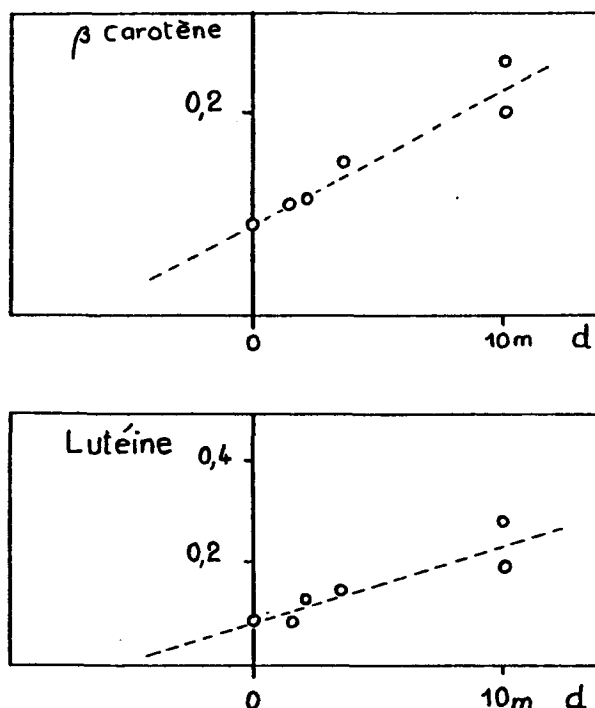


Fig. 7 - Variations de concentrations en caroténoïdes en fonction de la distance "d" au centre du "phénomène".

## B - AUTRES DERIVES CHLOROPHYLLIENS

Cette série d'analyses (81-35) a permis, par ailleurs, de mieux caractériser deux dérivés chlorophylliens notés (1) et (2) sur la figure 2.

Les spectres respectifs de ces deux composés sont présentés sur la figure 8. Le premier, de faible mobilité, devrait correspondre à un Méthyl chlorophyllide (moins polaire que le chlorophyllide, en raison du radical méthyle) et le second à un proto-chlorophyllide, (forme réduite) selon l'échelle des mobilités relatives de SCHNEIDER (Op. Cit. 1969).

Le Méthyl-chlorophyllide A présente au moins deux pics principaux à 427,5 et 660,5 nm (PENNINGTON et al., 1964, J. Am. Chem. Soc., 86, 1418).

Le second composé présente une couleur bleue : son spectre se caractérise par l'absence (ou le déplacement) de la bande d'absorption dans le rouge. Par comparaison avec un spectre de protochlorophylle dans le Méthanol, (KOSKI, FRENCH & SMITH, 1951, Arch. Biochem. Biophys., 31, 1) il est possible de relever l'analogie des rapports d'absorption bleu/rouge : 6,6 pour la protochlorophylle contre 5,7 pour le dérivé étudié (\*). Toutefois, d'autres travaux montrent une disparition du pic 630 nm chez

(\*) Ces analogies s'étendent à la chlorophylle C de structure mal connue ! ... Elles suggèrent également une structure de "porphine" plutôt que de "chlorine" (JEFFREU, 1963, Biochem. J., 86, 313).

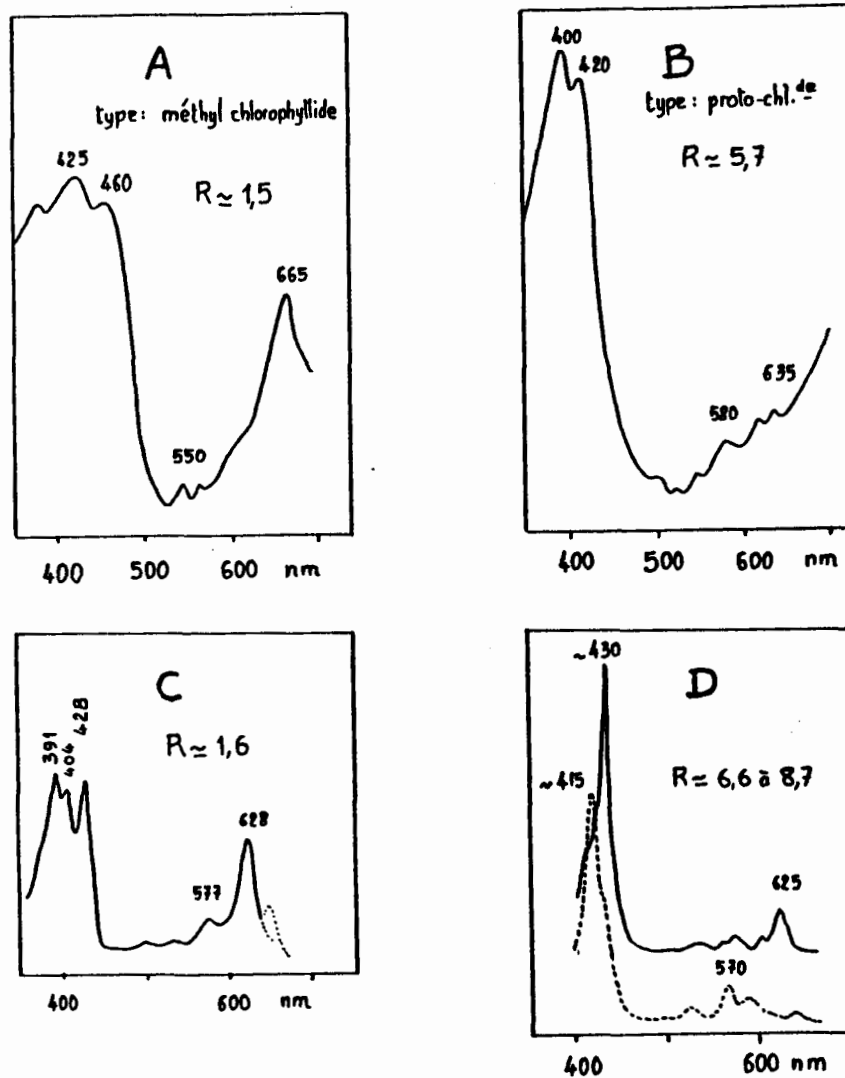
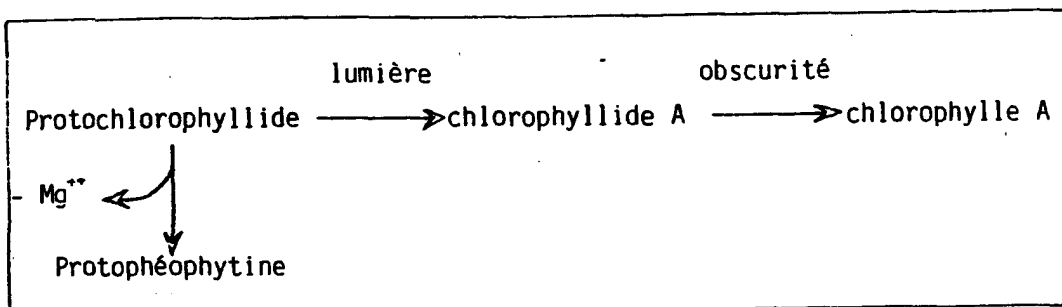


Fig. 8 - Spectres de 2 dérivés chlorophylliens de polarités élevée (A) et faible (B) comparés aux spectres dans l'éther de l'éthyl chlorophyllide (C) des protochlorophylls (D —) et des protophéophytines (D ---).

les protophéophytines dans l'éther (KOSKI & SMITH, 1948, J. Am. Chem. Soc. 70, 3558). (Fig. 8 C et D).

Ce point est important eu égard aux voies de biosynthèse de la chlorophylle A dont WOLFF & PRICE, 1957, Arch. Biochem. Biophys., 72, 293, ont montré deux étapes photo-contrôlées de manières opposées :

Tableau 4



L'importance que nous pouvons attribuer à ces deux composés, que nous désignerons par MeChld et PrChld, tient à leurs variations en fonction de la distance des échantillons par rapport au centre du "phénomène". (fig. 9)

L'allure sigmoïde des graphes suggère une équation générale du type :

$$C = \frac{C_M \cdot D^n}{k + D^n}$$

dans laquelle : C = concentrations

D = (d+1) avec d = distance du centre du phénomène

k = constante dépendant de l' "affinité" entre le mécanisme et D

n = paramètre exponentiel

La transformation en :  $LN \left( \frac{C}{C_M - C} \right) = n L_N D - L_N k$

permet d'obtenir les courbes correspondantes : fig. 9 C-D, les valeurs respectives de  $C_M$  ayant été estimées à 2200 et 2600 après transformation en coordonnées inverses et extrapolation sur l'axe des ordonnées à partir des deux points les plus éloignés de l'origine (cf. BOUNIAS, 1979, Comp. Biochem., 63B, 407-417).

Tableau ⑤	Me. Chld.	Pr. Chld.
Corrélation	$\rho = + 0,970 (P = 0,67 \cdot 10^{-3})$	$\rho = + 0,955 (P=0,0015)$
Pente n	n = 1,78	n = 1,61
Constante k	k = 4,41	k = 2,61

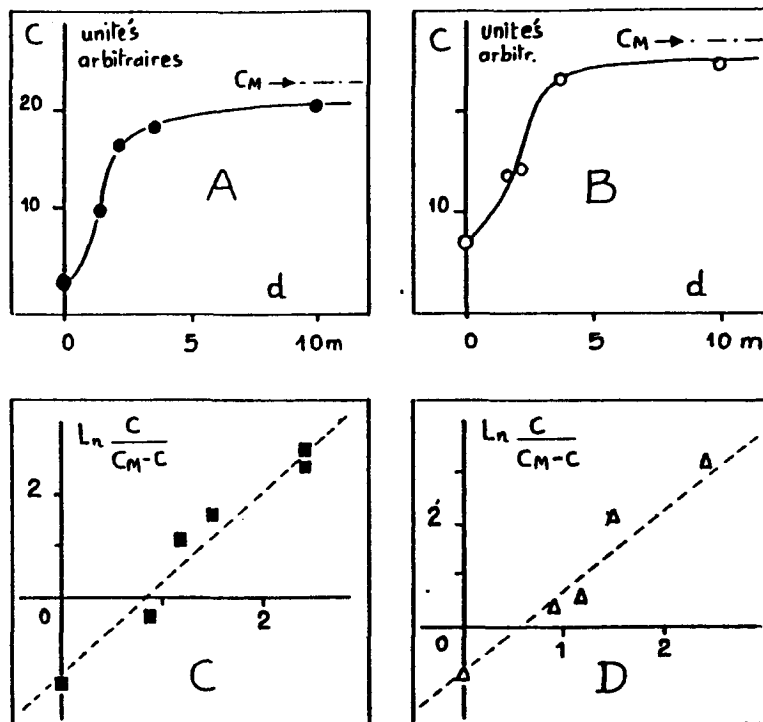


Fig. 9 - Variations des concentrations en méthyl chlorophyllides (A) et protochlorophyllides (B) en fonction de  $d$ . (C) et (D) : transformations respectives en coordonnées de HILL.

### C - COFACTEURS PHOTOSYNTHETIQUES

Le terme recouvre un ensemble de composés dérivant de la structure quinonique (plastoquinones, vitamines K, vitamines E) et participant aux mécanismes de transport d'électron associés à la photophosphorylation. Les techniques ont été décrites dans des publications antérieures : M. BOUNIAS, 1969, *Chimie Analytique*, 51, 76-82, et Thèse d'Etat de Doctorat ès Sciences, Lyon I, n° ordre 98, 262 p.

Les Tableaux 6 et 7 expriment les résultats obtenus respectivement à partir des échantillons de la 1ère et de la 2ème série.

Tableau 6

Composés-types	jeunes feuilles		feuilles âgées	
	N-15	N-8	N-11	N-4
Tocophéryl-quinone	29 ± 0,4 <sup>*</sup>	43 ± 3 <sup>*</sup>	2,8	3,0
Tocophéryl-chroménol	11,8 ± 2,8 <sup>*</sup>	8,2 ± 1,2 <sup>*</sup>	3,0	2,7
Chroménol phosphorylé	58,9 ± 2,3 <sup>**</sup>	70,6 ± 2,7 <sup>**</sup>	193 ± 1 <sup>*</sup>	244 ± 19 <sup>*</sup>
Vitamine K	7,7	3,4	-	-
Plastoquinone A	6,0	8,6	-	-
β carotène	43,5	33,0	46,2	20,0
Plasto chroménol "A"	13,8	8,0	10,0	16,5
Dérivé vitam. A	≤ 14,5	25	100	150

(\*N=2 mesures) (\*\*N=4 mesures)

Tableau 7

	E-1	E-2	E-3	E-4	E-5	E-6
Dérivé vit. A	44	0	0	0	0	0
Tocoph. quinone	32	21	17	10,6	8,7	6,6
Tocoph. chroménol	14,4 ± 1,2	4,8	4,3	1,8	1,7	0,8
Chroménol - P	71,5	5,7	3,7	0,8	0,6	0,2
Dérivé 5'	14,9	6	33	14	6,7	5,0

S'agissant ici de jeunes feuilles, le dérivé correspondant à la vitamine A est partout absent, sauf dans l'extrait E-1, ce qui confirme les résultats de la 1ère série, mais "recule" l'observation au centre de la trace : dans l'effet retardé, rien ne subsiste en bordure.

Les chroménols sont dominants dans l'extrait 1, principalement le chroménol-phosphorylé, de même que la quinone du tocophérol. Les variations du composé 5' ne sont pas interprétables.

Comme pour les chlorophylles et caroténoïdes, des relations quantitatives apparaissent entre les distances et les concentrations, dans le cas de la tocophéryl quinone (Tq), du tocophéryl chroménol (Tc) et du chroménol-phosphorylé (CP). Les courbes illustrées sur la figure 10 ont été analysées en coordonnées bi-logarithmiques par le calcul de régression linéaire sur  $D = (1+d)$ .

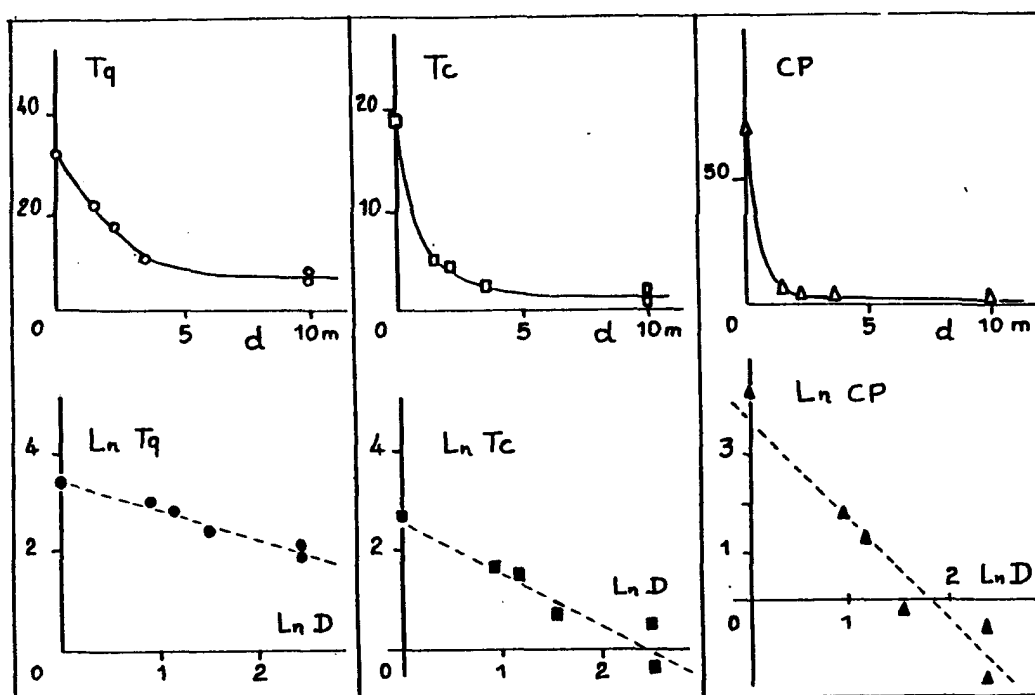


Fig. 10 - Variations des concentrations en tocophéryl quinone (Tq), tocophéryl chroménol (Tc) et chroménol-phosphorylé (C-P) en fonction de la distance "d" au "centre du phénomène" : coordonnées naturelles et bi-logarithmiques.  $D = (1+d)$ .

Les résultats sont résumés ci-dessous (N = 6 couples de données)

Tableau 8

variables			
aléatoire : ...	LN (Tq)	LN (Tc)	LN (C-P)
contrôlée : ...	LN (1+d)	LN (1+d)	LN (1+d)
Corrélation	- 0,973	- 0,951	- 0,961
penste	- 0,623	- 1,04	
Intersections/ox	5,60	2,44	1,77
/oy	3,49	2,55	3,84
P ( $\rho$ )	0,00054	0,0018	0,0011

Les pentes traduisent la cinétique de décroissance des concentrations en fonction de l'éloignement du phénomène : elles croissent dans le sens: quinone - chroménol - chroménol-P

Observons que ces équations rappellent celles qui relient la proportion de (Ph A'/Chl. A) à la distance "d" (fig. 6) : la pente bi-logarithmique était alors :  $b = - 1,06$  (comme pour Tc).

Les chroménols sont des formes inactives par rapport aux quinones, de même que les Chroménol-P par rapport aux Quinols-P : la phéophytine est elle-même une forme physiologiquement inactive de la chlorophylle.

#### D - LIPIDES NON PHOTOSYNTHETIQUES

La figure 11 illustre quelques chromatogrammes provenant des échantillons de la 1ère série. Les fractions 1-2-3-7 et 11 correspondent à des dérivés chlorophylliens, et la fraction 5 paraît correspondre au pic du chroménol-phosphorylé analysé avec les co-facteurs. La fraction 12 et 13, situées respectivement au niveau de tri-glycérides à chaînes courtes (< C16) et à chaînes longues (> C18) présentent des variations caractéristiques : la fraction 12 est abaissée au voisinage du "phénomène" mais elle est peu dépendante de l'âge de la feuille ; au contraire, la fraction 13, pratiquement absente chez les témoins jeunes est très concentrée chez les feuilles âgées et augmente toujours au voisinage du "phénomène". Ces observations ont été confirmées par les analyses opérées sur les échantillons de la 2ème série.



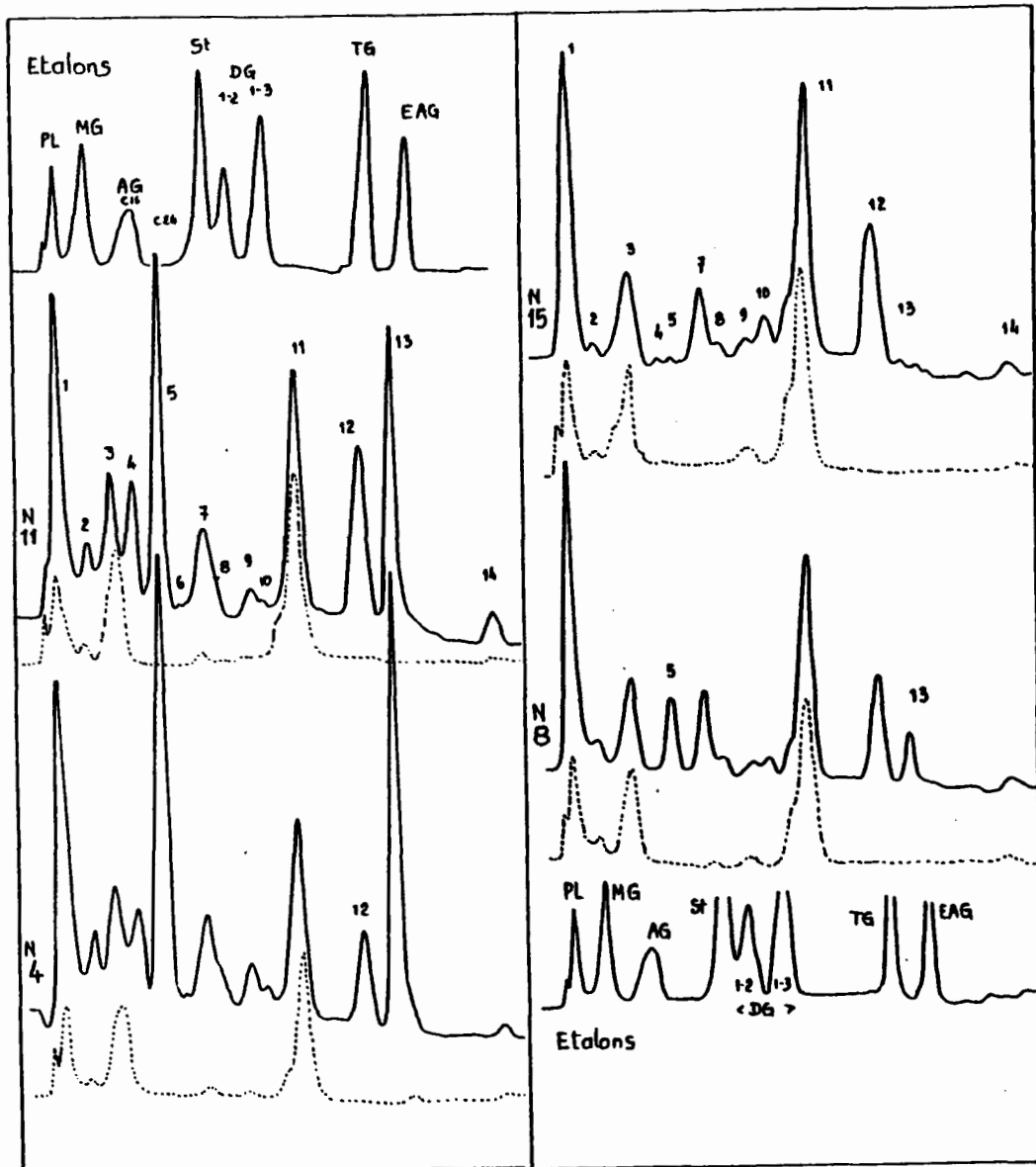


Fig. 11 - Chromatogrammes des lipides des échantillons de la 1ère série. Les étalons sont désignés par les abréviations suivantes : PL = phospho-lipides. MG ; DG ; TG = Mono, Di et Tri-glycérides. AG = acides gras. St = stéroïdes. EAG = esters d'AG. Est = esters de stéroïdes. Les chromatogrammes d'extraits correspondent à 1mg de poids frais. Les courbes en pointillés indiquent la position des pigments chlorophylliens.

E - GLUCIDES LIBRES

Les chromatogrammes des extraits de la 1ère série sont illustrés sur la figure 12.

Le saccharose constitue la fraction dominante : sa teneur est toujours abaissée au voisinage du "phénomène" ; cette diminution est moins accentuée dans les feuilles âgées (-15%) que dans les jeunes feuilles (-25%). Le pic 9 qui correspond aux pentoses varie peu chez les feuilles âgées tandis qu'il diminue très sensiblement dans les jeunes feuilles placées au voisinage du "phénomène". En revanche, le glucose augmente dans ce dernier cas, ce qui traduit un ralentissement du métabolisme, également moins perceptible dans les feuilles âgées.

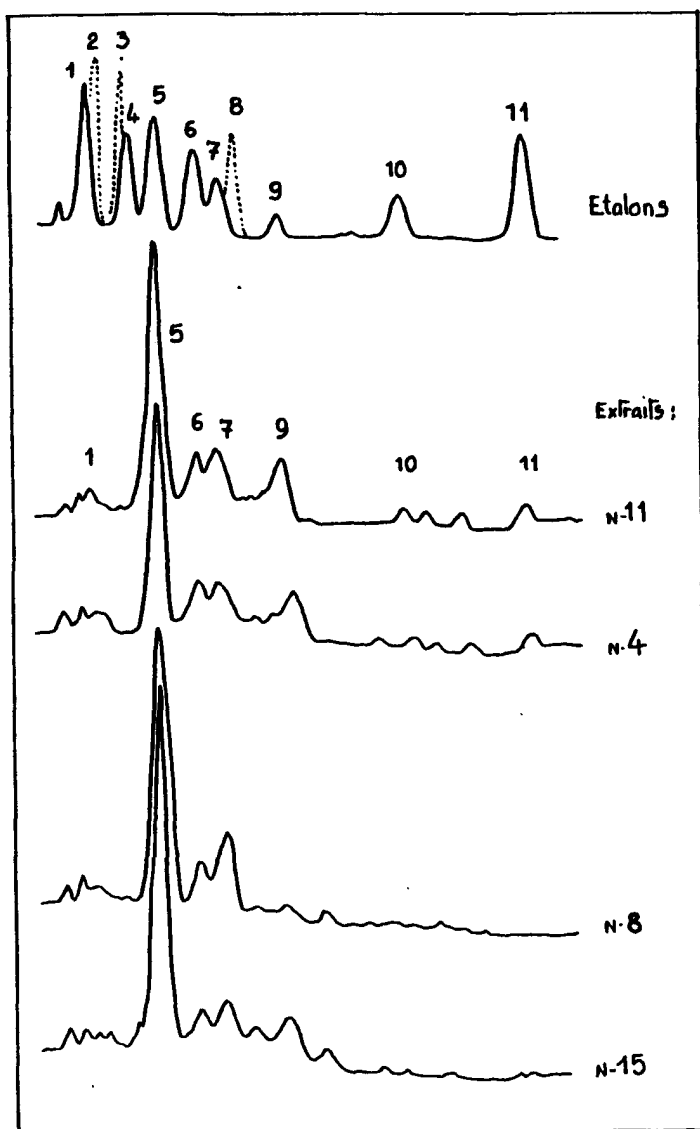


Fig. 12 - Chromatogrammes de glucides des échantillons de la 1ère série. Les étalons sont désignés comme suit :

- 1 = raffinose
- 2 = gentiobiose
- 3 = cellobiose
- 4 = maltose
- 5 = saccharose
- 6 = glucose
- 7 = fructose
- 8 = sorbose
- 9 = xylose et ribose
- 10 = rhamnose
- 11 = digitoxose

Les analyses effectuées à partir des échantillons de la 2ème série sont en cours. Les premiers résultats ne font que confirmer les observations précédentes avec, dans l'extrait 1, (au centre du "phénomène"), une augmentation du glucose : (+30%), une légère baisse du fructose (-15%) et une baisse assez accentuée du saccharose (25% minimum) relativement aux extraits provenant d'échantillons plus éloignés.

### F - AMINO-ACIDES LIBRES

Les amino-acides et l'ensemble des dérivés aminés de faible masse molaire ont été analysés selon les méthodes décrites dans Analisis, 1980, 8, 287-295 et dans l'ouvrage paru chez MASSON, 1983 (Op. Cit.). Plus de 15 composants ont été séparés, parmi lesquels les suivants ont pu être identifiés : lysine, arginine, histidine, cystéine, acide aspartique, asparagine, acide glutamique, citrulline, thréonine, alanine, proline, valine, tryptophane, iso-leucine et leucine. Un composé de mobilité comparable à celle de la taurine, un autre de polarité comprise entre celle du glycocole et celle de la citrulline, et deux autres de polarité voisine de celle de l'acide  $\alpha$ -amino-butérique sur silice et respectivement du tryptophane et de la valine sur cellulose ont été mis en évidence. Ils sont désignés successivement par  $\alpha$ 1,  $\alpha$ 2,  $\alpha$ 3 et  $\alpha$ 4. (fig. 13).

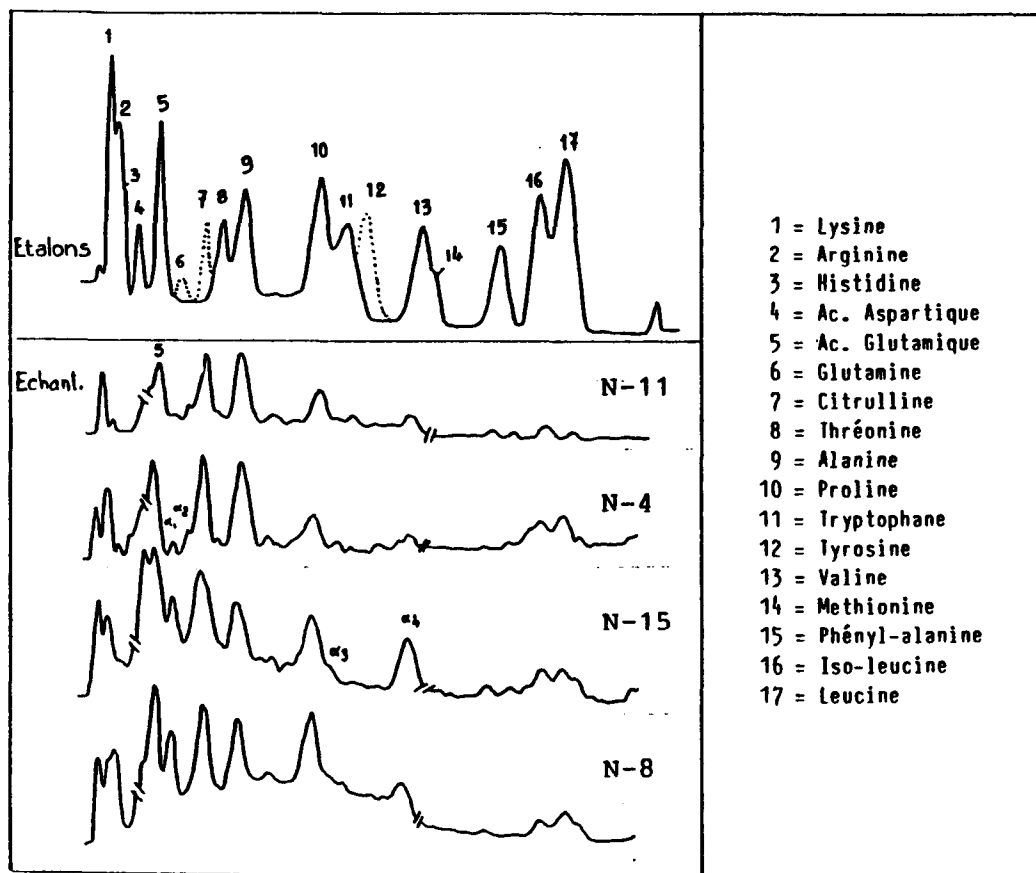


Fig. 13 - Chromatogrammes d'acides aminés dans les échantillons de la 1ère série.

Dans l'ensemble, les acides aminés tendent à évoluer en fonction inverse des concentrations pigmentaires, comme cela a déjà été démontré sous l'action d'autres formes de traumatismes (BOUNIAS, 1972, *Arabidopsis inf. serv.*, 9, 13-15 et 1975, *Can. J. Bot.*, 53, 708-719). Toutefois, le composé « 4, plus abondant chez les feuilles jeunes "Témoins" voit sa concentration diminuer de 50% dans les échantillons situés au voisinage du "phénomène". D'autres études sont en cours pour approfondir ces résultats ; les données préliminaires obtenues, par ailleurs, à partir des échantillons de la 2ème série montrent des variations concordantes des concentrations de «4.

#### 7.5. - DISCUSSION ET CONCLUSIONS

Les feuilles provenant de plants récoltés au voisinage le plus immédiat du "phénomène" présentent certaines particularités communes aux deux séries d'extractions, donc encore perceptibles 40 jours après l'événement : l'équipement pigmentaire chlorophyllien et caroténoïdien est affaibli de 30 à 50% en formes actives et enrichi en formes inactives ou dégradées. Les jeunes feuilles subissent la perte la plus importante au niveau du  $\beta$  carotène (-57%) et de la violaxanthine (-80%). Dans tous les échantillons de la 2ème série, les chlorophylles sont partiellement décomposées en formes oxydées, mais les modifications sont plus prononcées au voisinage immédiat du "phénomène".

Dans la plupart des cas, il existe des corrélations quantitatives entre les perturbations observées et la distance des prélèvements au centre du "phénomène" : les paramètres de régression varient en fonction des différences d'enthalpie libre associées aux transformations.

Dans le cas des glucides et des amino-acides, il apparaît également certaines modifications quantitatives du spectre des divers composants. Les plus importantes tendent à faire évoluer le contenu des très jeunes feuilles vers une composition plus caractéristique de feuilles âgées.

Les perturbations observées au niveau des pigments photosynthétiques peuvent être examinées par comparaison avec celles produites dans les feuilles cotylédonaire d'*Arabidopsis thaliana* (crucifère) après exposition des graines à une irradiation  $\gamma$  (BOUNIAS, 1973, *Arabidopsis inf. serv.*, 10, 26-27). Les données numériques suivantes montrent qu'il est nécessaire d'appliquer une dose très importante de rayons  $\gamma$  :  $10^6$  rads, pour obtenir des altérations tout au plus équivalentes ou inférieures à celles observées dans les feuilles de Medicago.

Chlorophylle A : - 30%	violaxanthine : - 40%
Chlorophylle B : - 46%	Lutéine : - 30%
	$\beta$ carotène : - 20%

Il apparaît, en outre, vers 250 K.rads, un composé rouge de mobilité comprise entre celle du  $\beta$  carotène et celle des phéophytines : ce composé, de polarité inférieure à celle des chlorophylles, et de spectre décalé vers les longueurs d'ondes croissantes ( $\lambda$  max  $\approx$  490 à 520 nm) paraîtrait correspondre plutôt à un dérivé réduit de la chlorophylle A, tel que celui décrit par KRASNOVSKII, 1948 (*Dokl. Akad. Nauk. SSSR*, 60, 421), caractérisé également par une coloration rouge et une bande de

Soret décalée à 525 nm. Un dérivé transitoire présentant un maximum d'absorption à 475 nm a d'ailleurs été décelé par ZIEGER et WITT, 1961, Z. Physik. chem., 28, 286, au cours de la réduction chimique de la chlorophylle A, ce qui confirme la relation entre réduction et effet bathochrome. L'action du rayonnement nucléaire ne présente donc pas d'analogie avec celle de la source énergétique impliquée dans le phénomène observé. Par contre, une intensification spécifique de la transformation des chlorophylles en phéophytines et des chlorophyllides en phéophorbides (par perte de  $Mg^{++}$ ) pourrait être liée à l'action d'un champ énergétique de type électrique. D'autres expériences, actuellement en cours, ont pour objet de compléter les résultats actuels et de tenter d'établir une comparaison des modifications de certaines inter-relations entre pigments et amino acides, avec celles observées sous l'action de divers autres traumatismes physiques.

## 8. - SYNTHÈSE ET CONCLUSIONS -

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En résumé le témoignage de Monsieur COLINI fait état d'une observation qui se serait effectuée en plein jour, à une trentaine de mètres de distance et pendant quelques dizaines de secondes au cours desquelles le phénomène était la plupart du temps immobile. L'enquête n'a pas mis en évidence, dans les discours successifs du témoin ni dans son comportement, d'indices qui pourraient être considérés comme révélateurs d'un processus particulier d'invention, d'exagération ou de déformation conduisant à mettre en doute son témoignage. Mais l'absence de preuve n'étant pas, là non plus, la preuve de l'absence, ceci ne suffit pas à certifier la véracité du témoignage.

Des approches complémentaires ont été tentées par le biais d'analyses physiques sur des perturbations visibles dans l'environnement. Au plan pédologique les conditions particulières du terrain ne permettaient guère une appréciation quantitative précise de masse, de pression, d'échauffement. Il a été toutefois possible de montrer qualitativement l'occurrence d'un événement de grande ampleur ayant entraîné des déformations mécaniques, un échauffement, et peut être certains apports de matériaux en trace. Les interprétations possibles (choc, frottement...) restent cependant trop diverses et vagues pour que l'on puisse considérer qu'elles fournissent une confirmation définitive des narrations du témoin.

Au plan biochimique, les analyses ont porté sur l'ensemble des facteurs de la photosynthèse, les lipides, les sucres et les aminoacides. De multiples différences sont apparues entre les échantillons éloignés de la trace (témoins) et ceux qui en étaient plus près. Dans la plupart des cas, ces différences se traduisent graphiquement par des fonctions logarithmiques ou bilogarithmiques les liant à la distance. Toutefois les connaissances actuelles sur les traumatismes que peuvent subir les végétaux, restent trop parcellaires pour que l'on puisse fournir dès à présent une interprétation précise et unique à ce remarquable faisceau de résultats. Force est au moins de constater qu'il y a là une nouvelle confirmation d'un événement de grande ampleur intervenu à cet endroit. Reste à savoir si cela correspond bien à la description fournie par le témoin.

En fait il y a constamment un balancement entre deux aspirations : réussir à *prouver* que le témoignage est "vrai" (ou qu'il est "faux"), ou réussir à comprendre précisément, physiquement, les événements intervenus. Mais il ne faut pas perdre de vue que ces deux perspectives ne sont pas contradictoires et se rejoignent étroitement au sein de la démarche scientifique : c'est en permettant de comprendre que l'on prouve et les "preuves" apportées par les analyses physiques sont à la mesure de la clarté et de la précision de leurs interprétations.

Elles sont vagues à l'heure actuelle et le resteront tant que n'auront pas été entrepris des programmes d'études à la fois spécifiques et systématiques sur la caractérisation des grandes classes d'interactions physico-chimiques.

Ainsi une enquête comme celle que nous venons de présenter pose plus de questions qu'elle n'apporte de réponse mais cette fois-ci les questions semblent être bien posées et, à ce titre, cette enquête du GEPAN est plus enrichissante que toutes celles faites jusqu'à présent.

April 8, 1981; San Luis Reservoir, California

2:30 GMT. Mr Dennis was flying his Piper Archer II from Palm Springs, California to Novato, California. He was just above San Luis Reservoir, 45 miles SE of San Jose, when he saw the same object that he had seen in November 5, 1980. It pulled alongside his 3 o'clock position. At the same time his DME (Distance Measurement Equipment) went out, and then his navigation and communications radios. When his transponder went out, this caused some concern at the tower for he had disappeared from their scope. Now the object shot forward of the aircraft some 500 yards, the pilot estimates, and executed some very erratic motions. Then, slowly drifting backwards until it was at his 9 o'clock position, it paced him, "obviously looking me over", maintaining a steady course. He drifted behind and somewhat below it, as close as 500 ft to it at one instant. The pilot continued to drop back, placing the object first at his 1-2 o'clock position and then finally at his 11 o'clock position. The object was bullet-shaped emitting an orange glow with a whirling bluish ring. This bluish ring started close to the body of the craft, whirling at right angles to it, and then, as it whirled faster and faster, it expanded, becoming thinner and finally dissipating. Then the front part of the object began to pulsate, faster and faster, and now appeared as a bright solid intense red-orange glow. It then shot forward to about four or five miles ahead of the plane, about twice as far as the first time, then made an instantaneous right-angle turn upward, and in 4 or 5 seconds it was lost in the black sky above. At the same time all the radios came back on again, by themselves, and the pilot could hear the Center frequency talking and called them up. They had been concerned since they didn't have a primary target on him.

(From International UFO Reporter – IUR – CUFOS, Janvier 1982 and Dr Richard F. Haines' Files, Case 48)



CT  
US 0618-1981-0001

Sent P/c also  
7-21-81 uc

SUBJECT: UFO Report Fowler 81-2  
TYPE OF REPORT: Aerial Sighting Report  
DATE OF REPORT: 8 July 1981  
DATE OF UFO SIGHTING: 18 June 1981  
TIME OF UFO SIGHTING: 1800 EDT  
PLACE OF UFO SIGHTING: 5-6 miles South of New Haven, Connecticut  
LOCAL EVALUATION: Unknown (Significant)

TO:

MUFON

cc: CUFOS  
R. Haines  
R. Hall

FROM:

Raymond E. Fowler  
MUFON/Director of Investigations

#### SIGHTING BACKGROUND

On 18 June 1981, at 1845 EDT, I received a telephone call from the FAA Air Traffic Control Center, Nashua, New Hampshire. The on-duty Watch Supervisor informed me that the Center had received a radio UFO report from the witnesses in-flight shortly after the event which was relayed from the Boston tower.

#### SIGHTING ACCOUNT

On 18 June, 1981, Witnesses, Paul Cook, 308 Taunton Street, Lakeville, MA 02346 (617/947-5925); Joel Anapol, 1115 Tucker Road, N. Dartmouth, MA 02747 (617/996-2615); and, two companions were flying (VFR) on an easterly course at 170 knots in an Aztec Piper twin engined aircraft (#6716A) at 5400 feet. Cook, with 700 hours flight time, was pilot. Anapol was in the front seat beside Cook. The two others were asleep in the back seats and were not participants to the UFO sighting.

The object was first sighted at 1800 EDT at the pilot's 7:30 position. It appeared as a bright reflection which quickly took on the appearance of an approaching silver balloon. However, as it came closer it appeared clearly as a highly polished stainless steel disc on edge. Anapol stated that - "It seemed to me that the outer perimeter was moving fast and the inner diameter was stationary...It seemed like it was on an angle...It didn't seem like it was a 'tire' going out straight parallel to us. It seemed like it was on a slight angle so you couldn't really see the size of it. ...I would say a full moon would be a little bit bigger, it was that close to us. (i.e. angular size)...The outer perimeter was oscillating, was spinning, like a wheel going down the street and the inner hub was not moving, it was stationary."

(10)

## SIGHTING ACCOUNT (continued)

Cook sighted the object first. Although it was still daylight, he thought that it might be an approaching aircraft with its landing lights on so he turned his landing lights on so that the oncoming craft would see him. Then, as it took on a round shape, he thought it was a weather balloon. He stated: "It looked like a weather balloon but it reflected like metal. It (then) looked like an egg floating by..oblong, more like a stretched out globe". Cook immediately put his aircraft into a 180° turn to chase the object as it passed by them at about the same altitude. He told me that: "When I turned around, I saw it silhouetted..black..and it was disappearing..rapidly..There was no way in the world that I could keep up with it." Cook had increased the Aztec's airspeed to 200 knots but the object outdistanced them and disappeared on the horizon at an estimated speed of 400-500 knots in 8-10 seconds. Total sighting duration was about 18 seconds. Cook then returned to his original heading and Anapol called Boston Tower, Logan International Airport, Boston, Massachusetts, who, in turn, notified the Air Traffic Control Center, Nashua, New Hampshire.

The estimated angular size by Cook and Anapol was between a third to slightly smaller than a full moon. Cook guessed that if it were about a half mile away that it could have been 12 feet in diameter but, since the object did not pass between the Aztec and a known reference point, real size was difficult to judge.

## SIGHTING INVESTIGATION

ACTIVITY LOG

18 June 1981

- 1900 - Received report from FAA and questioned radar operator for possible track of the object in his sector. Since the Aztec was on VFR, it was not being tracked at the time of the UFO event. By the time radio contact was made and relayed, the object was out of the scope's range.
- 1945 - Checked Madison, CT Police - No ground reports.
- 1955 - Checked N. Guilford, CT Police - No ground reports.
- 2000 - Checked Westbrook, CT police - No ground reports.
- 2015 - Phoned/taped witnesses' sighting description
- 2130

19 June 1981

- Mailed sighting forms to witnesses.
- Queried CUFOS Investigator/Police Officer, Larry Fawcett. His police network had not relayed any UFO reports to him in the Connecticut area.

ACTIVITY LOG (continued)

1 July 1981

- Received signed report form from Pilot/Witness, Paul Cook.

8 July 1981

- As of this date, Anapol had not returned signed report form so wrote up report without it. It will be sent as an addendum when and if I receive it.

## INTERVIEW AND INTERROGATION

Both gentlemen seemed to be intelligent and not the type to exaggerate. They were very careful to qualify their statements. Both had attempted to identify the object in terms of something known. Cook is a professional pilot with 700 hours flying time. Anapol is a student pilot and also does a lot of flying during the course of his daily business. Although I did not meet with them personally or conduct a character reference check, I feel that it is highly improbable that an exaggeration or hoax is in evidence. Cook did not notice the rotating rim that Anapol reported. Anapol was the first to conclude that the object was a UFO just before it passed them. He also thought the object veered away from them slightly. Cook did not notice this either. Cook was not completely convinced that it was not some kind of balloon until he tried unsuccessfully to catch it.

## ADDITIONAL WITNESS CHECK

See Activity Log. No additional witnesses known at this time.

NATURAL PHENOMENA CHECK:	} No applicable in my estimation. See <u>Evaluation</u>
MAN-MADE OBJECT CHECK:	
OTHER POSSIBILITIES:	

## WITNESS BACKGROUND CHECK

FAA Watch Supervisor gave Cook a high rating. I did not check further.

## SIGHTING EVALUATION

Although the real size and distance of the object could not be accurately determined, the angular size was large enough so that its unconventional configuration could be plainly seen by both trained observers. The weather was clear with visibility greater than 15 miles. The sun was shining brightly. The object reflected the sun and did not give off its own light.

The possibility of a weather balloon was ruled out for several reasons. The primary reason was because the object had outdistanced the pursuing plane at a speed estimated between 400-500 knots. Also,

## SIGHTING EVALUATION (continued)

the metallic sheen of the object and the sighting time did not correspond to weather balloon color or general launch time (0700 & 1900). In addition, the wind was only 15 knots and blowing in exactly the opposite direction to the object's flight path. Since nothing else either man-made or natural corresponds to the object's reported configuration, color and speed, I have evaluated this sighting as being in the Unknown (Significant) category.

Respectfully submitted

  
Raymond E. Fowler

MUFON/Director of Investigations  
CUFOS/Scientific Associate

REF/ref

# AERIAL SIGHTING REPORT

CONFIDENTIAL INFORMATION

ALL NAMES AND PERSONAL INFORMATION YOU PROVIDE WILL BE KEPT CONFIDENTIAL UNLESS YOU GIVE SPECIFIC WRITTEN PERMISSION TO DISCLOSE IT. THIS INFORMATION IS ONLY FOR RESEARCH PURPOSES.

LEAVE BLANK

Time: \_\_\_\_\_  
 No. Obs.: \_\_\_\_\_  
 Altitude: \_\_\_\_\_  
 Comm. Prvt. Military  
 USA Foreign

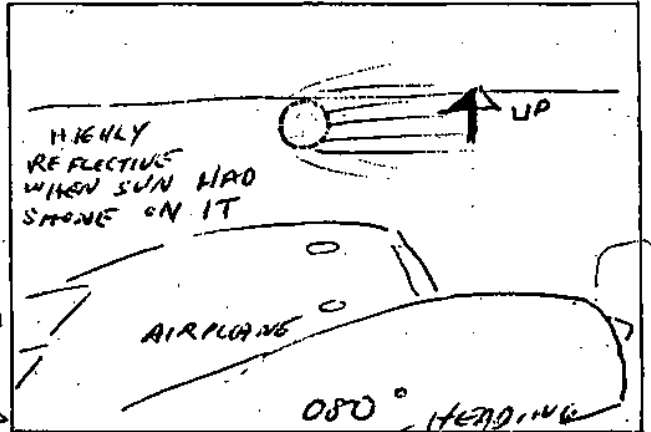
Return to: R.E. Fowler  
 Box 19,  
 Wenham, MA 01984 4022

**Part I. DETAILS OF THE ANOMALOUS PHENOMENON:**

1. Please describe what you witnessed. Be as complete as possible (use opposite side of page if necessary). FIRST SIGHTED AS A REFLECTION @ MY 11:30 POSITION - THEN IT MOVED TO MY 7:30 POSITION. IT FIRST APPEARED TO LOOK LIKE A WEATHER BALLOON ONCE THE REFLECTION CEASED. I DID A 180° TURN TO FOLLOW @ 200 MPH AND IT DISAPPEARED ON THE HORIZON IN 8-10 SECS.

2. Now draw a sketch of what you saw. If you were able to see it from two or more different angles simply draw what you saw and label each sketch (A), (B), etc. to indicate the order in which you saw it. Also, draw an arrow pointing gravitationally upward and aircraft windshield struts (frames, etc.).  
 If the Earth's horizon was visible draw it in also.  
 Finally, draw magnetic compass heading tick marks across the bottom of the box and label several according to your heading-related to your sketch.

SKETCH OF OBJECT OR PHENOMENON

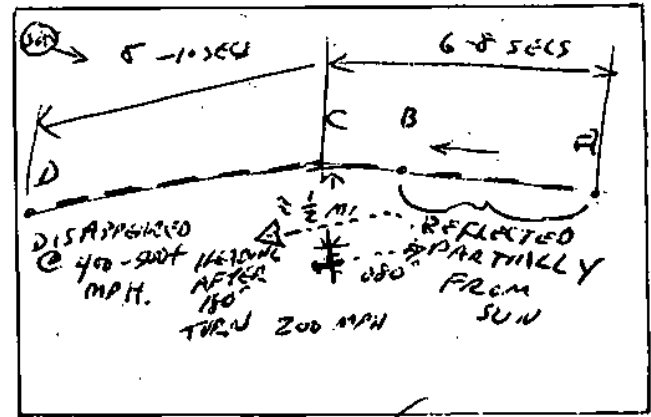


3. Did the object (phenomenon) appear to move relative to your aircraft's window frame(s) during your sighting? (check one)

No  Unsure  Yes

If "yes" please use a dashed line to indicate this apparent motion in the box to the right. Mark an "a" at the location object was first seen, a "b", "c", etc. for subsequent locations. Be sure to include aircraft window frame(s) if present to allow angular estimates to be made. For uneven, jerky motion try to place the "a", "b", etc. at one-second intervals.

SKETCH OF OBJECT'S APPARENT MOTION



4. Did the object (phenomenon) appear to move relative to any stable background detail during your sighting? (check one)

No  Unsure  Yes

HORIZON

(Continue narrative here)

4.1 If the object appeared to move please estimate its apparent angular velocity.

? Deg/ Sec. Motion seen in relation to: \_\_\_\_\_

4.2 Did the object move behind in front of (circle) anything? *SEE # 3*

No  Unsure  Yes

4.3 Did the object (phenomenon) appear (check)

Solid  Transparent  Couldn't tell

4.4 Did you observe the object through (check)

Binoculars  
 Telescope  
 Camera viewfinder  
 Other: *EYES*

4.5 About how large did the object appear as compared with one of the following items held at arm's length? [Note: The equivalent visual angles are based upon an average arm-reach distance of 26"].

	Equiv. Visual Angle
<input type="checkbox"/> Head of pin	[0° 4.1'] (Assume .031")
<input type="checkbox"/> Pea	[0° 8.2'] (Assume .062")
<input type="checkbox"/> Dime	[1° 31']
<input type="checkbox"/> Nickle	[1° 47']
<input checked="" type="checkbox"/> Quarter	[2° 3.9']
<input type="checkbox"/> Half-dollar	[2° 37']
<input type="checkbox"/> Baseball	[6° 17']
<input type="checkbox"/> Grapefruit	[10° 53'] (Assume 5" diam)
<input type="checkbox"/> Basketball	[20° 10']
<input type="checkbox"/> Other:	

(If object changed size during the sighting just place a "1", "2", "3", etc. in the boxes to represent the order in which the size change occurred).

4.6 How certain are you of your answer to question 4.5? (check one)

Very sure  
 Fairly certain  
 Not very sure  
 Uncertain (only a guess)

4.7 Did the object (phenomenon)? (check all that are appropriate)

- (a) Change shape
- (b) Flicker, throb, pulse
- (c) Break up into parts or explode
- (d) Suddenly accelerate
- (e) Give off smoke, vapor, trail
- (f) Appear to stand still whole time
- (g) Change color(s)
- (h) Appear on your aircraft's radar
- (i) Appear on any ground radar

<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input type="checkbox"/> No	<input checked="" type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes (If "yes" elaborate)
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Don't know	<input type="checkbox"/> Yes (If "yes" please elaborate here: <i>POSSIBLY THERE WAS AN ACCELERATION.</i> )

4.8 Did you experience any buffeting which you think was caused by the encounter?

No  Possibly  Yes (If "yes" elaborate)

5. How did the object first become noticed?  
(check all appropriate boxes)

- It was already present and I happened to look at it.
- Someone else saw it first: [ Give name: \_\_\_\_\_ ]
- It suddenly appeared at or near where I was looking.
- It gradually faded into sight where I was looking.
- Other (specify): \_\_\_\_\_

6. How did the object disappear? (check all appropriate boxes)

- I looked away and when I looked back it was gone.
- It suddenly disappeared from sight for no reason, i. e., it didn't pass behind a cloud, etc.
- It gradually faded from sight without changing size.
- It faded from sight by becoming smaller and smaller.
- It faded from sight (apparently) by travelling away.
- Other (specify): \_\_\_\_\_

7. What distinguishable detail(s) did you see on or nearby the object? (check all appropriate boxes)

- None
- Sharply defined edge(s)
- Fuzzy edge(s)
- Darker porthole-like areas: [ Shape was \_\_\_\_\_ ]
- Lighter intensity portholes: [ Shape was \_\_\_\_\_ ]
- Seam(s), rivets, etc.
- Markings
- Atmospheric effect(s): [ Describe REFLECTION ON HIGHLY POLISHED METAL ]

8. Did you notice anything unusual happen in the cockpit just before, during, or just after the sighting? (check one)

- No
- Unsure
- Yes

If "yes" describe as fully as you can.

9. What do you think made the object visible? (check all appropriate boxes)

- It reflected ambient light (sun; moon). (circle)
- It emitted its own light (If checked elaborate on colors, brightnesses, etc. seen)

10. Where was the Sun Moon (circle) during the sighting?

- At 30° degrees elevation above horizon, and at 150° degrees bearing relative to aircraft heading to Right Left (circle one).

7.00 LOC  
30  
POSITION

11. If you experienced any physiological sensations during the sighting check all appropriate boxes to the right.

- Eye strain due to very high brightness
- Eye strain for any other reasons: [ Explain \_\_\_\_\_ ]
- Tingling sensation(s): [ Body location \_\_\_\_\_ ]
- Mild pain: [ Body location \_\_\_\_\_ ]
- Intense, acute pain: [ Body location \_\_\_\_\_ ]
- Heat
- Odor(s): [ Describe \_\_\_\_\_ ]
- Tastes: [ Describe \_\_\_\_\_ ]
- Sounds: [ Describe \_\_\_\_\_ ]
- Other [ \_\_\_\_\_ ]

If you experienced any non-normal sensations within 24 hrs after the sighting please place an X at the right of the appropriate line(s) provided.

12. What do you think the object (phenomenon) was? Be as precise as possible including whatever supporting facts you desire.

AT FIRST IT APPEARED TO BE A WEATHER BALLOON, BUT AT ITS SPEED IT CERTAINLY WAS A UFO

13. Have you ever seen anything while flying or on the ground that you thought was an unidentified flying object prior to this?

- No
- Unsure
- Yes (If "yes" please give details: A WHITE LIGHT PASS OVER HEAD - STOP - AND ACCELERATE AGAIN.)

**Part II. AIRCRAFT FLIGHT DETAILS: (Spatial)**

14. Where did you take off from? Airport Name (Initials): TEB  
 Lat. \_\_\_\_\_ " N S; Long. \_\_\_\_\_ " E W (if known)

15. What was your intended final destination? EWB  
 Lat. \_\_\_\_\_ " N S; Long. \_\_\_\_\_ " E W (if known)

16. Sighting location. Where were you when you first sighted the object? Be as precise as possible.  
5-6 MILES SOUTH OF NEW HAVEN CT,

(If appropriate, specify)

Lat. \_\_\_\_\_ " N S;  
 Long. \_\_\_\_\_ " E W

From \_\_\_\_\_ VOR \_\_\_\_\_ RADIAL \_\_\_\_\_ DME

Elaborate if necessary: \_\_\_\_\_

17. Check box to indicate where you were during the sighting.

- Taxi to takeoff
- During takeoff
- Climb to cruise altitude at [ \_\_\_\_\_ ft/min]
- At cruise altitude of [ 5400 ft]
- Descending for approach to land at [ \_\_\_\_\_ ft/min]
- Final approach (i. e., within outer marker)
- Landing or rollout
- Other: [Specify \_\_\_\_\_]

18. Check all appropriate boxes to indicate what you did as a direct response of sighting the object (phenomenon).

- Nothing that was not already planned
- Changed heading by turning right left (circle) 180°
- Changed altitude by climbing descending (circle)
- Took immediate evasive action [Describe \_\_\_\_\_]

(Please elaborate on all items on the opposite side if necessary)

- Turned my landing lights on off (circle)
- Used my radio to contact: [Specify whom \_\_\_\_\_]

BOSTON CENTER RADAR 123.95

- Changed my power setting
- Pointed it out to [Specify name(s) JOEL ANARK]

- Attempted to follow chase (circle) it for the following reason(s): [ \_\_\_\_\_ ]

Other: \_\_\_\_\_

19. Please use this space to add any other details/observations/facts that are related to the geographic/spatial location of your sighting.

**Part III. AIRCRAFT FLIGHT DETAILS: (Temporal)**

20. When did you takeoff? 5:30 PM (local) [GMT 21:30Z]  
EST Time zone  Daylight savings  
 Standard time

21. When did you plan to land (scheduled)? 6:30 PM (local) [GMT 22:30Z]  
 Time zone (if different from above)

22. When did you first see the object (phenomenon)? 2 6:00 PM (local) [GMT 22:00Z]



SIGHTING DATE 6-18-81

23. When did you last see the object (phenomenon)? 6:00 <sup>AM</sup><sub>PM</sub> (local) [GMT 22:00 Z]

(Calculated total sighting duration) [15-18 sec.] Comments: \_\_\_\_\_

24. What did you look at (or do) to determine the above times? \_\_\_\_\_

- Looked at my wristwatch: [Est. accuracy to \_\_\_\_\_]
- Looked at cockpit clock: [Est. accuracy to \_\_\_\_\_]
- Radioed to crewmember for time
- Radioed to ground for time: [Info. rec'd. from \_\_\_\_\_]
- I did not determine initial final (circle) time(s)
- Other: \_\_\_\_\_

25. Did you have any indication (real or imaginary) of a loss of time, i.e., a period for which you cannot account? \_\_\_\_\_

- Possibly yes
- Definitely yes: [Elaborate \_\_\_\_\_]
- Unsure but probably no
- Definitely no

26. Did you land at your pre-planned or scheduled time? \_\_\_\_\_

- Yes (within normal tolerance limits)
- No: [Please explain why \_\_\_\_\_]

27. Use this space to add any other details/observations/facts that are related to the timing of your sighting.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Part IV. SIGHTING AIRCRAFT DETAILS:**

28. Type of aircraft (check) \_\_\_\_\_

- Single engine
- Multi engine [no. 2]
- Propeller
- Jet
- Rocket
- Glider
- Balloon

29. Model name/number/airframe mfr. \_\_\_\_\_

AZTEC PIPER  
6716A

30. Aircraft registration number. \_\_\_\_\_

31. Airline name (if appropriate). \_\_\_\_\_

32. Scheduled flight number. \_\_\_\_\_

33. Object (phenomenon) was seen through the following window(s). \_\_\_\_\_

FRONT + LEFT SIDE

34. Describe as precisely as you can the apparent clarity/scratches/etc. of these windows. \_\_\_\_\_

EXCELLENT CLARITY.

35. About how familiar were you with this particular aircraft and its "peculiarities" of flight control? \_\_\_\_\_

- Very familiar: [I had about 700 hrs. flt. time]
- Reasonably familiar: [Comments \_\_\_\_\_]

36. Use this space to add any other pertinent details about the aircraft in which you were located during this sighting.  
\_\_\_\_\_  
\_\_\_\_\_

37. What was your indicated airspeed? \_\_\_\_\_

170 mph knots (check one)

38. What was your ground speed (if known)? \_\_\_\_\_

180 mph knots (check one)



**Part V. WEATHER DETAILS:**

39. I obtained the following weather information from: (check all that apply)

- Flight service station
- Terminal forecast
- SIGMET or AIRMET
- FD (winds-temp. aloft)
- Other: \_\_\_\_\_

40. Visibility and clouds: (check)

- Clear (visibility greater than 15 miles)
- Clear (visibility from 3 to 15 miles)
- Broken clouds - sky cover in tenths was \_\_\_\_\_  
Cloud type(s):  Cumulus  
 Stratus  
 Cirrus  
 Other: \_\_\_\_\_
- Heavy overcast below \_\_\_\_\_ above (circle) my aircraft
- Flying in clouds at the time
- Other: \_\_\_\_\_

41. Did you file a flight plan? (check one)

- No
- Yes

42. Were you flying: (check one)

- IFR
- VFR

43. Sky condition was: (check one)

- Bright daylight
- Dull daylight (slight overcast, smog)
- Twilight
- Trace of daylight
- Dark - no Moonlight
- Dark - Moonlight present from:  Full  
 3/4 visible  
 1/2 visible  
 Crescent
- A few stars visible
- All stars visible (very clear)
- Don't remember

44. Outside air temperature was:

60° TAT = \_\_\_\_\_

45. What was the wind direction and velocity?

270° 15K

46. Use this space to add any other details about the weather at the time and location of the sighting.

**Part VI. EYEWITNESS DETAILS:**

[Note: This information will be kept confidential unless you indicate in the space below that it may be disclosed publically.]

47. Your full name:

PAUL A CROOK

48. Your mailing address:

305 TALANTON ST Street LAKEVILLE City/Town MA State/Province 02346 zip

49. Your age at time of sighting: 26 yrs

50. Your sex: (check)  Male  Female

51. Occupation: PILOT

52. Marital status: (check one)  Single  Married  Divorced/widowed

53. Telephone: area code [ ] number [ ]

54. Highest education level: B.S. BUSINESS ADMINISTRATION

55. Describe military aviation experience (if any): \_\_\_\_\_

56. During the sighting were you wearing: (check)

- Prescription eyeglasses (no tint)
- Prescription eyeglasses with tint
- Contact lenses
- Polarizing sunglasses only
- Non-polarizing sunglasses
- No eye-glasses of any kind

**PLEASE READ CAREFULLY**

[Sign one of the two statements that expresses your wishes.]

"I hereby permit my name to be publically associated with the information I have freely given on this 6 page form"

Paul A. Crook

"I do not permit my name to be publically associated with the information I have freely given on this 6 page form"

National  
UFO REPORTING CENTER  
P.O. Box 1807 Seattle, WA 98111  
Tel. 1-206-722-3000

WJWS  
US WJ 0719-1981-0001

The following report was received at our office on 8-8-81

The incident occurred on 7-19-81 at \_\_\_\_\_ AM 11:30 PM

At/Near: City # Sugar Camp on Hwy. 17 State WI

Reporting Party:

Witness  
 Reporting for witness  
Name Christopher Jackson  
Address 199 Gilla Dr  
City Bellwin State MO  
Zip Code 63011 Age \_\_\_\_\_  
Home phone 314-227-8762  
Work phone \_\_\_\_\_

Remarks: Have color paintings  
of object

Description:

Shape Triangular  
Size About 8' diam.  
Witnesses 2 Sound \_\_\_\_\_  
Distance 300 feet Altitude \_\_\_\_\_ feet  
Observed for: \_\_\_\_\_ Sec. 45 Min. \_\_\_\_\_ hr.

- |  |   |
|--|---|
| <input type="checkbox"/> Light form only                   | <input type="checkbox"/> Landing              |
| <input checked="" type="checkbox"/> Vehicle/Device         | <input type="checkbox"/> Humanoid             |
| <input type="checkbox"/> Animal reaction                   | <input type="checkbox"/> Creature             |
| <input type="checkbox"/> Physical trace                    | <input checked="" type="checkbox"/> Time loss |
| <input type="checkbox"/> Psychological event               | <input type="checkbox"/> Memory loss          |
| <input type="checkbox"/> Parapsychological event           | <input type="checkbox"/> Passed overhead      |
| <input type="checkbox"/> Physiological event               | <input type="checkbox"/> Maneuvered           |
| <input checked="" type="checkbox"/> Electro-magnetic event | <input checked="" type="checkbox"/> Paced car |

**MUFON** MUTUAL UFO NETWORK, INC.

WALTER H. AMORUS, JR.  
International Director  
103 Oldtowne Road  
Sequin, Texas 78155 U.S.A.  
Phone: (512) 379-9216

8/12/81

Please address reply to:

JOE GURNEY  
413 WOODLAND HILL COURT  
MANCHESTER, MO, 63011

Dear JOE

The Mutual UFO Network has been advised directly or through one of our cooperating reporting agencies via their telephone UFO Hotlines that the following person has reported a sighting, that they believe to be a UFO:

Name CHRISTOPHER JACKSON  
Address 199 GILKA DR.  
City BALLWIN State MO. Zip 63011  
Telephone (514) 327-8762  
Date and Location of Sighting SUGAR CAMP ON HWY. 17 11:30pm

A brief statement of the sighting as reported by the witness is attached to this letter. Please contact the witness initially by telephone for more details. If the report warrants further investigation, please make an appointment for a personal interview at the convenience of the witness and the investigator.

MUFON UFO sighting report forms are enclosed for your convenience. A narrative report is also very acceptable and quite often advantageous if it is a detailed sighting. Please conduct an interview, complete the sighting report, and mail it to MUFON at the address at the top of this letter in care of the Staff Investigator.

Since MUFON is dedicated to the scientific investigation of UFO sighting reports, it becomes our responsibility to respond to witnesses who care enough to make long distance telephone calls to report their observations. It is in this manner that we are able to obtain the raw facts needed to distinguish between an "IFO" (identified flying object), a hoax, or a UFO (unidentified flying object). We are cognizant that 80 to 90% of the reports received in this manner can be explained after a thorough investigation by a competent investigator as mundane items such as aircraft, meteors, satellites, advertising planes, stars, planets, balloons, etc. However, we are seriously interested in the 10 to 20% residue of sighting reports that defy any earthly explanation, since these constitute the valid UFOs.

If you do not have the time or are unable to interview the witness for

The MUFON UFO JOURNAL

— THE OFFICIAL PUBLICATION OF THE MUTUAL UFO NETWORK  
THE SCIENTIFIC STUDY OF UNIDENTIFIED FLYING OBJECTS

45

any reason, please return this material to MUFON so that it may be assigned to another investigator. The reporting witness and MUFON thank you in advance for your cooperation in conducting this investigation and filing a report.

Sincerely,

*Ed Bowles*  
Ed Bowles  
Staff Investigator

*Walt Andrus*  
Walter H. Andrus Jr.  
International Director

*Hi Joe:  
The Symposium at M.I.T. was terrific. Do best wishes  
to Barbara and your children. Walt*

National  
UFO REPORTING CENTER  
P.O. Box 1807 Seattle, WA 98111  
Tel. 1-206-722-3000

The following report was received at our office on 8-8-81

The incident occurred on 7-19-81 at \_\_\_\_\_ AM 11:30 PM

At/Near: City # Sugar Camp on Hwy. 17 State WI

Reporting Party:

Witness  
 Reporting for witness  
Name Christopher Jackson  
Address 199 Gilla Dr  
City Ballwin State MO  
Zip Code 63011 Age \_\_\_\_\_  
Home phone 314-227-8762  
Work phone \_\_\_\_\_

Remarks: Have color paintings  
of object

Description:

Shape Triangular  
Size About 8' diam  
Witnesses 2 sound \_\_\_\_\_  
Distance 300 feet Altitude \_\_\_\_\_ feet  
Observed for: \_\_\_\_\_ Sec. 45 Min. \_\_\_\_\_ hr.

- |  |   |
|--|---|
| <input type="checkbox"/> Light form only                   | <input type="checkbox"/> Landing              |
| <input checked="" type="checkbox"/> Vehicle/Device         | <input type="checkbox"/> Humanoid             |
| <input type="checkbox"/> Animal reaction                   | <input type="checkbox"/> Creature             |
| <input type="checkbox"/> Physical trace                    | <input checked="" type="checkbox"/> Time loss |
| <input type="checkbox"/> Psychological event               | <input type="checkbox"/> Memory loss          |
| <input type="checkbox"/> Parapsychological event           | <input type="checkbox"/> Passed overhead      |
| <input type="checkbox"/> Physiological event               | <input type="checkbox"/> Maneuvered           |
| <input checked="" type="checkbox"/> Electro-magnetic event | <input checked="" type="checkbox"/> Paced car |

# 24. Artists capture UFO sighting in paintings

BY VICKI MIAZGA

— Whether or not you believe in Unidentified Flying Objects (UFOs), the account of an alleged eye witness always makes one take notice. Why do some people see them, and others don't? A photograph is often taken as evidence of a sighting, but how many have painted a picture of what they saw?

Chrystal Jackson and her son Chris reportedly saw a UFO Sunday evening, July 20. Both Chrystal and Chris are watercolor artists, and they each painted a picture of what they saw that night.

Chrystal, her mother and her son, Chris were returning that night to where they were staying in the Sayner area from a demonstration at Nicolet College in

Rhineland. It was about 11:30 at night, and Chrystal was tired after a particularly draining demonstration. There had seemed to be a special magnetism in the workshop that night. She and her students were drawn together, and Chrystal had worked feverishly to correct something in her painting that wasn't quite right. Now she was exhausted and rested in the back seat as her son drove.

Chris spotted the UFO first. They were just outside of Sugar Camp on Hwy. 17 North, when he spotted a red orange object over a potato field on the left side of the road. "We were about 300 feet away from it," he recalled. "The bottom side was tilted up towards us, and I could see three orange

lights on the bottom, and stripes. There were two bars hanging down from it that joined to form a triangle. It glowed, and it didn't make a sound."

He turned to his mother and said, "I think you'd better look through the back window. There's a UFO out there." Chris was a skeptic about UFOs and science fiction in general. Hearing that from her son, Chrystal turned around and looked out the back window.

"I saw a red orange object just over the trees. It was elliptical in shape and slightly tipped up," she recalls. "It couldn't have been a sign because we were in a wooded area. It was too big to be a helicopter."

It seemed to be following the car. "I saw it again, low over the trees," Chrystal said. "It didn't get smaller as we went away from it. As we went around curves, it was always on the right as I looked out the back window." She thought it was going at the same speed as the car.

Meanwhile, the cars ahead of them had disappeared. Wanting to catch up with them, Chris pressed on the accelerator. "But the car wouldn't gain power," he said. "We had been going 55, now we were going 25 or 30. We have an Olds 98, and it had just been tuned up."

The object followed them for about 10 minutes, until they got to the Hwy. 70 turnoff between St. Germain and Eagle River. Then it disappeared, and their car regained speed.

The next day they discovered the dash and tail lights had gone out. They still had head lights, but Chris didn't think their lights worked. They

and said they almost hit the Jacksons, because the tail lights were out.

"We hadn't used the car since the night before, so it must have happened the night we sighted the UFO," Chrystal says.

The next day they took the car to Woodland Auto in St. Germain, where it was discovered that a fuse had blown. "The man at the garage was puzzled because only one fuse had blown," Chrystal said. "Usually they go together."

"What I saw that night was what I saw physically, with my eyes," Chrystal emphasizes. Her mentor, Marie Larsen, a summer art instructor at Nicolet College, has another theory about the UFO sighting.

"When an individual becomes engrossed in what they are doing, especially in

painting, the thought or intellectual process seems not to exist," Marie explains.

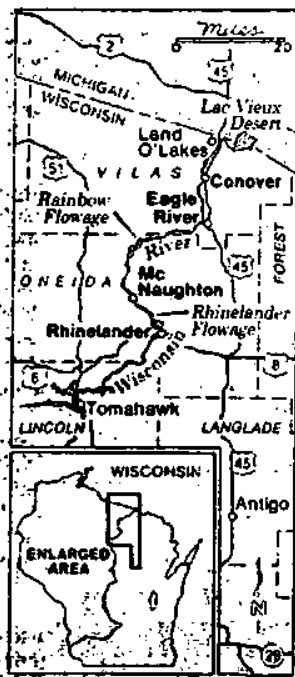
That night, at the workshop, Chrystal was giving a water color demonstration. Marie recalled that the other people at the workshop seemed to be especially in tune with Chrystal. "You give your all when you do this," Marie said. "There is a secret place within yourself, and when you reach it, it touches the secret place of other people. It's intangible, who can define it?"

Chrystal was very worked up about something in the painting that didn't look right. She pressed on to continue the workshop long after the allotted time was over, to perfect the painting. "I couldn't stop, I wouldn't

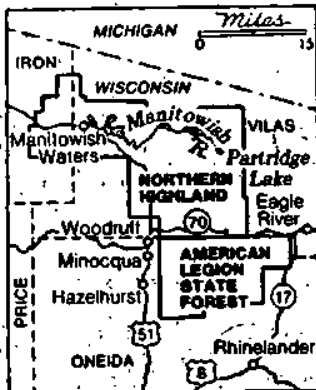
let them go. We were all held together forming a huge pressure of energy. There have been heat sensitive photographs taken showing an aura surrounding people. I think that together with the workshop students, we sent out an aura, a vibration, there in the middle of the woods, that touched or attracted whatever was out there."

"Or it attracted you," Marie adds.

Whatever they saw, or thought they saw, the controversy about UFOs continues. According to the Oneida County Sheriff's Department, no other UFO sightings were reported that night. It seemed to turn the Jacksons into believers, but until hard, tangible evidence is presented, much of the world remains to be convinced.



Minocqua (Wis.)  
LAKELAND TIMES,  
Aug. 6, 1981 (the  
sighting was really  
Sun., July 19)  
(Sugar Camp is about  
half-way from Rhine-  
lander to Eagle  
River) (OVER)



Both Chrystal and Chris painted their impressions of what the UFO looked like. In Chrystal's, the object hovers just behind the trees, and looks decidedly elliptical in shape.

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Below: Minocqua (Wis.) LAKELAND TIMES, Aug. 6, 1981 (cont. from other side)



Both Chrystal and Chris painted their impressions of what the UFO looked like. In Chrystal's, the object hovers just behind the trees, and looks decidedly elliptical in shape.



Chris's painting is more detailed, showing three lights and stripes on the underside of the object. Both said the UFO was tilted up so they could see the bottom.

have been 15 years ago when we kind of embellished a tale told by the late Joe Simonin in which he claimed a UFO landed on his property on Perch Lake Road — and claimed he swapped them a jug of water for some pancakes made in outer space. We had a lot of fun with that story, but it got out of hand — and we lost a lot of time, answering phone calls. What worried us was when the Army Air Force sent an investigation team here from Wright-Patterson Air Force Base. It began to look as if some taxpayers' money were being wasted, and we felt guilty.

## UFO here July 19?

I am investigating the July 19, 1981, UFO sighting by Chrystal Jackson of St. Louis. The sighting occurred in the area between Rhinelander and Eagle River. As part of this investigation, I am trying to find out who carried the story of this sighting, and if other sightings were reported before and around this date.

I would appreciate any information or copies of stories on UFOs that you could send me.

I am also looking for a free lance journalist who goes by the pen name of Mary B. Good. I would appreciate it if you would put me in contact with her, if you have her address.

Thanks.

Charles K. Adams  
12702 Shady Creek  
St. Louis, Mo. 63141

**EDITOR'S NOTE:** If anyone can help Charlie, why not drop him a line? We didn't run any stories about any UFO sighting here. The last one we got involved in must

The above was in both sister papers of northern Wisconsin Sep. 16, 1981: Eagle River VILAS COUNTY NEWS-REVIEW and Three Lakes NEWS.

Eagle River  
Vilas Co. News Review

JAN 26 1978

More than fifteen million Americans reportedly have seen UFO's. That's an awful lot of people to have neighbors who think they're a little flakey.



UFO Study Group of Greater St. Louis

Case # 811003-1

CE 1 with Electrical/Magnetic affect

Sighting Date: July 19, 1981

11:30 p.m.

Sugar Camp, Wisconsin

Investigator: Charles K. Adams

JOE GURNEY

413 WOODLAND HILL COURT

MANCHESTER, MO 63011

9/12 

### Sighting Background

Upon returning from Wisconsin, Chrystal Jackson, of St. Louis, contacted the UFO Study Group of Greater St. Louis. Previous to this, she contacted one of the local papers, the Lakeland Times of Minnqua Wisconsin. While still in Wisconsin she was contacted by Mrs. Hynek.

### Sighting Account

While travelling north from Rhinelander Wisconsin, in the vicinity of Sugar Camp at about 11:30 p.m. on July 19, 1981, a UFO was observed by Chris Jackson and Chrystal Jackson. Chris was driving the 1970 Oldsmobile 98, and initially Chrystal was asleep in the back seat.

Chris had a strong feeling to look to his left (west) when passing a potato field. Upon looking, he saw a triangular shaped object with 3 lights on the bottom, and 2 bars forming a V shape extending from the bottom. His first impression was the bars were a tethering device of some kind. The lights did not cast a beam, but seemed to glow like portholes. It was hovering about 60 feet off the ground, and was about 300 feet from the car. Although he reported that it covered about 2 inches at arms length, he estimated the size at 8 to 10 feet. Indications are that it was about twice this size. There are several sketches of his view of the object.

Chris was a skeptic before the sighting, but now believes that there is something there. He admitted, and Chrystal backed him up, to being clairvoyant to a small extent.

Chrystal Jackson, the mother of Chris, was asleep in the back seat when Chris made the initial sighting. He woke her up and told her to look. She knelt on the back seat and looked out the window. She looked out across the field to her right (west) and saw an elliptical object glowing red-orange. After passing the field they drove through tall pine trees on both sides of the road. The object appeared again, this time tipped slightly and appearing slightly closer. The object appeared to be glowing, and following them. Chrystal was awe struck and felt very privileged to see it.

Both Chrystal and Chris reported that the moon was out and the sky was clear.

Chris tried to catch up with a car which left Rhinelander just ahead of them, but the car slowed down to 25 to 30 miles per hour, and would not go faster. The car radio was not on, but it was not noticed if the car lights went

dim or out. They were sure that the lights did not go out, and did not think that they went dim. This persisted until they came upon some lights at the Eagle River corner. This is the last they saw of the object, and the car resumed speed.

After the initial sighting, Chris did not see the object because it was to the rear left side of him, and he was driving. He tried to see the object in the rear view mirror but could not see it.

When they arrived at St. Germaine, their destination for that night, the occupants of the other car were watching TV and wondering what happened to them. The occupants of the other car mentioned that they had seen some deer on their trip, but Chris and Chrystal saw none. Normally deer are seen along this route, especially at night.

The next day it was found that one of the electrical fuses was blown and one of the tail light bulbs was blown. The car was thoroughly checked before leaving St. Louis. It did not act up again before or after the incident. The response was and still is good, and never refused to go when the accelerator was depressed, as it did that night.

## Natural Phenomena Check

Moon--The sighting was in the wrong quadrant of the sky for the moon. See map, hand drawn sketches, and the write up on the moon and it's position. Granted that Chrystal Jacksons' sighting is a classical moon sighting when there are some clouds, it does not fit because of the position and that they reported seeing the moon.

Stars and Planets--The objects sighted by both Chris and Chrystal Jackson were too large to be a star or Planet. Also, the object seen by Chris had a definite shape.

Ball Lightning--Ball lightning is normally associated with thunderstorms, and none were reported in the area. Both observers reported objects that were larger than the typical ball lightning sighting. Chrystal observed at least once where the object was behind some trees, giving a relative distance and size larger than the inches to few feet of the typical ball lightning sighting.

## Man-Made Object Check

Aircraft--Any check for aircraft or other man made objects must be done by a field investigator in the area of the sighting. The only aircraft that seems possible is a helicopter, but due to the original sighting description by Chris Jackson and that there was no noise, this possibility may be ruled out. Also, the normal running lights for an aircraft or helicopter were not observed.

Advertising Display--Due to the remotness of the area of the initial sighting, and the lack of the display lights, this must be ruled out.

Ballon--A local investigation should be conducted by an investigator to determine if any hot air ballons or weather ballons were in the air at the time of the sighting. Very few, if any hot air ballons are flown at night, and weather ballons normally do not have bright lights.

Internal Reflections--Internal reflections for the object seen by Chrystal is ruled out because the object was seen behind some trees.

Sighting Evaluation:

The preliminary sighting evaluation by this investigator is that this is an unknown, CEI sighting with electrical/mechanical affect. This evaluation may be changed if additional investigation is conducted by an investigator in Wisconsin.

The witnesses saw something, and believe that what they saw is what they reported. They are sincere, and related their story to people in the area of the sighting. These reports are basically the same as given this investigator. Chrystal Jackson appears to enjoy talking about the sighting, and this is her privilege. She feels honored to have seen it.

Both the witnesses are artists, so they have provided several sketches and drawings.

#### Additional Witness Check

Letters were sent to the editors of some of the newspapers in the area of the sighting. Three newspapers printed the letters under letters to the editor. The letters requested that any witnesses to the particular sighting, or any sighting around that time period contact the investigator. I recieved one letter from an investigator in Milwaukee, letter and clippings enclosed, and a letter from an individual who talked to Chrystal Jackson while she was still in the area.

Any additional witness checks should be done by investigators in the area.

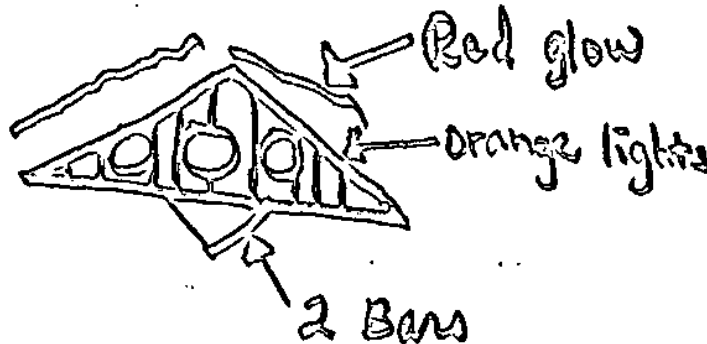


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Adams / Reichardt / Gehring  
 STREET ADDRESS: \_\_\_\_\_ PHONE: A/C \_\_\_\_\_ / \_\_\_\_\_  
 TOWN/CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



(On a separate sheet include

and the object's position. (If the object was moving.)

**TWO VIEWS OF A UFO: HIS**  
 by Chris Jackson

PLEASE  
 At approximately 11:30 p.m. July 19, 1981 we were driving home from Rhinelander, WS on Rt. 17 Northbound a mile outside of Sugar Camp. To my left, behind a large potato field and over some tall pines, I spotted a glowing red triangular object. (I was in the drivers seat.) The distance from me to the object was about 300-350 feet; and, at that distance, it looked as if it was about the length of a small car (8-10 feet). There were three orange colored lights on the underside which did not send down any sort of beam. The object had stripes on it (black) and two iron-type bars hanging down. I then woke up my mother asleep in the back seat and she noticed the glowing UFO as well. It was with us for about 10 minutes as we drove. As we drove away (with the object in constant sight), I noticed I couldn't get the car to go above 25-30 MPH. I have a 98 Olds Rocket 450 V-8 engine that can go over 100 MPH. The next night, we were informed that our taillights were out and our dash lights were out as well. Both sets of lights had been checked just a month before.

DESCRIBES THE FOLLOWING:

OBJECT.

(Continue narrative on reverse side)

PLACE OF SIGHTING

STATE/PROVINCE

SIGHTING TIME

DATE OF SIGHTING

W. J. Jackson  
 Wisconsin  
 Sugar Camp  
 USA  
 COUNTY  
 CITY/TOWN

11:30 PM  
 11:30 PM  
 15 SEC  
 15 SEC  
 00 AM  
 00 AM  
 00 HRS  
 00 HRS

July 19  
 1981  
 DAY  
 MONTH  
 YEAR

## HIS MOTHER'S VIEW

by Crystal Jackson

On Sunday, July 19, 1981, I gave a lecture-demonstration about my Dematerialistic Theory of Painting in Watercolor. This program was held in the Theatre Building of Nicolet College in Rhinelander, Wisconsin. There was an unusual tension connected with the demonstration which is not present as a rule.

We left the college an hour late. The program was to have been from about seven to nine, but it was after ten when we left to have a late supper in Rhinelander. It was 11:30 p.m. when we set out for St. Germaine where we were staying. I was with my family. Chris, my 21 year old son was driving our 1970 '98 Oldsmobile, and my 89 year old mother was sitting beside him. I was tired and said I would rest in the back seat.

All at once my son said in a very serious low voice, "I think you better look through the back window. There's a UFO out there." Chris had never believed reports about UFO's and had laughed when I had said I thought there might be such things. I knelt on the back seat and looked out the rear window. Looking back across a large open area to my right, there were tall distant pines beyond the open place. We were driving north along Route 17, somewhere near Sugar Camp.

Just above the tree tops, was a glowing red-orange elliptical object. I would judge to be the width of three tree tops. It did not move and there was no sound. It did not flash or pulsate. I watched it for a minute or two and then we drove through tall pines on either side. The road curved once or twice and there was the object again. This time it seemed closer and it tipped slightly

up on the right. It was as if it was playing peek-a-boo. We'd drive among more tall pine trees and the object would keep appearing at about the same distance from us.

I was getting alarmed and said, "Chris, catch up with Andrea." She was in one of the cars ahead that was out of sight. Chris answered, "I can't!"

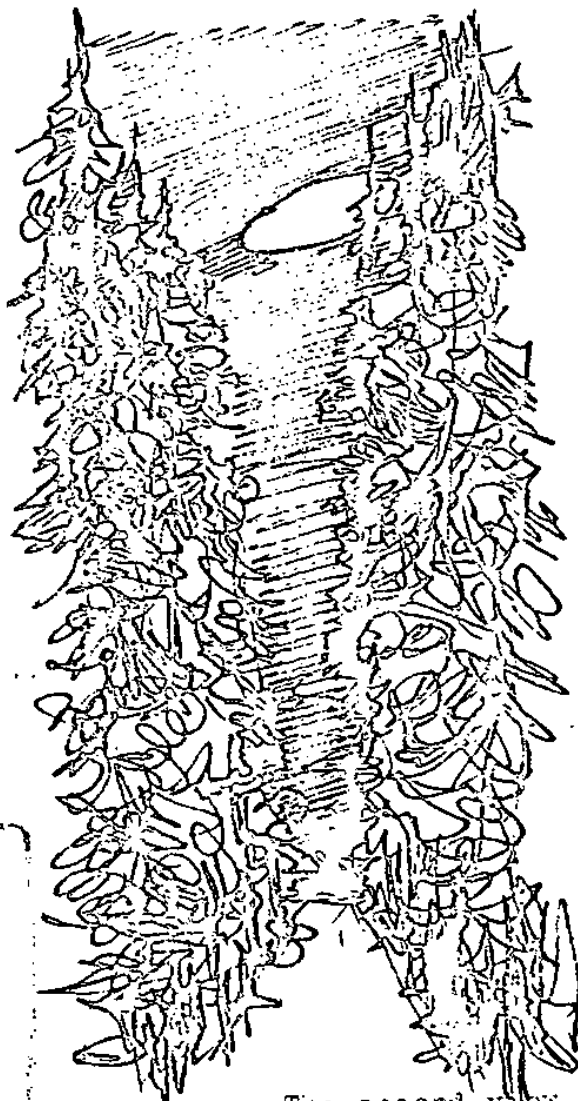
"Why not?" I asked.

"I can't get the power up. The car won't go more than 25 or 30 miles per hour." We had been traveling 55 MPH. Our car had had a complete tune-up before leaving St. Louis, Missouri for the fourth annual watercolor workshop I was teaching in Northern Wisconsin.

We came to some houses and we didn't see the object after that. This was about ten minutes later after first seeing the object. Our power came back on. The next night we were told that our tail lights were both out. Also the brake lights and dash lights. The head lights and signal lights were on.

When I told Mary B. Good, a journalist in the Rhinelander area about this experience at the Manitowish Waters Art Show reception, she said she had seen three UFO's in the same area we had seen ours, and that people didn't want to go in that area. She said she wished someone would investigate that place.

**EDITOR'S NOTE:** Field Investigators in Wisconsin will be notified of this narrative report.



The second view..



ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(x) INDOORS( ) 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( )
AREA/TERRAIN: FIELDS(x) WOODS(x) 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 FRONT LAST SEEN IN 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 250 UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 60
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(x) NUMBER OF SHAPE OF COLOR(s)
(A LIGHT ( ) NUMBER OF SHAPE OF COLOR(s)
DESCRIBE: SOUND SNELL 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 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?(x) HOVER? ( ) AFFECT RADIO/TV? ( ) FLUTTER? ( )
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY?(x) 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? (x) 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? (x) AFFECT GROUND? ( ) GLOW? ( )
DISINTEGRATE? ( ) LEAVE RESIDUE? ( ) AFFECT VEGETATION? ( ) APPEAR TRANSPARENT? ( )

FOR: DATE:
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION: MAJOR:
DEGREE:
SPECIAL TRAINING:
VISION: COLORBLIND? ( ) EYEGLASSES? ( )
HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )
HEALTH: DURING SIGHTING? AFTER?

WITNESS' NAME: AGE:
STREET: PHONE:
TOWN/CITY: COUNTRY:
PROVINCE:
OCCUPATION:
EMPLOYED BY:

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.
SIGNATURE OF OBSERVER
YOU MAY ( ) MAY NOT ( ) USE MY NAME



UFO SIGHTING QUESTIONNAIRE-ELECTRICAL/MAGNETIC CASES (FORM 3)

INTER-FORM CROSS-REFERENCE DATA

SIGHTING DATE: 1/17/73 PLACE: N. B. DAY 11

TIME THAT EFFECTS STARTED: 11:11 STOPPED: 11:15

WITNESS' NAME: C. J. ...

INVESTIGATOR'S NAME: ...

LIST LOCATION OF ITEMS 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 Oldsmobile MODEL 0 2 YEAR 1970

OWNERSHIP: PRIVATE  COMMERCIAL ( ) GOVERNMENT ( ) OTHER \_\_\_\_\_

ENGINE TYPE: REGULAR  DIESEL ( ) ELECTRIC ( ) PROPELLER ( ) JET ( ) OTHER \_\_\_\_\_

ENGINE DATA: NUMBER/CYLINDERS? 8 WATER-COOLED  AIR-COOLED ( ) OTHER \_\_\_\_\_

IGNITION/ELECTRICAL: STANDARD  ELECTRONIC ( ) ALTERNATOR  GENERATOR ( ) OTHER \_\_\_\_\_

IGNITION SWITCH: -----  
 DURING EVENT - ON  OFF ( ) COULD RE-START ( ) COULD NOT RE-START ( )  
 AFTER EVENT - ON  OFF ( ) COULD RE-START ( ) COULD NOT RE-START ( )

EFFECTS NOTED: ----- NUMBER SEQUENTIALLY IN-ORDER-OF OCCURRENCE IF MORE THAN ONE EVENT TOOK PLACE:

(EXTERIOR LIGHTS)----  
 DURING EVENT - ON  OFF ( ) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
 AFTER EVENT - ON  OFF ( ) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_

(INTERIOR LIGHTS)----  
 DURING EVENT - ON ( ) OFF  DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
 AFTER EVENT - ON ( ) OFF  DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_

(INDICATOR LIGHTS)---  
 DURING EVENT - ON  OFF ( ) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_  
 AFTER EVENT - ON  OFF ( ) DIMMED ( ) PULSATED ( ) OTHER \_\_\_\_\_

(ENGINE PERFORMANCE)--  
 DURING EVENT - GOOD ( ) OTHER Slowed Down to 25 MPH  
 AFTER EVENT - GOOD  FAIR ( ) POOR ( ) OTHER \_\_\_\_\_

(BATTERY CONDITION)--  
 BEFORE EVENT - GOOD  FAIR ( ) POOR ( ) OTHER \_\_\_\_\_  
 AFTER EVENT - GOOD  FAIR ( ) 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 CLOWED ( ) TELEPHONE ( ) OTHER \_\_\_\_\_

COMMENTS \_\_\_\_\_

MAY ( ) MAY NOT ( ) USE MY NAME \_\_\_\_\_ SIGNATURE OF WITNESS \_\_\_\_\_ DAY MONTH YEAR \_\_\_\_\_

Figure 3



UFO SIGHTING QUESTIONNAIRE - PSYCHOLOGICAL/PHYSIOLOGICAL CASES (FORM 5)

INTERFORM CROSS-REFERENCE DATA

SIGHTING DATE: \_\_\_\_\_ PLACE: \_\_\_\_\_ TO \_\_\_\_\_

TIME/EFFECTS OCCURRED: FROM \_\_\_\_\_ TO \_\_\_\_\_

WITNESS' NAME: \_\_\_\_\_

INVESTIGATOR'S NAME: \_\_\_\_\_

GENERAL DATA

TYPE OF EFFECT: PSYCHOLOGICAL ( ) PHYSIOLOGICAL ( ) TEMPORARY ( ) LASTING ( )

LOCATION OF EFFECT: \_\_\_\_\_

STIMULANT/DEPRESSANT: \_\_\_\_\_ MIN ( ) HRS ( )

ATTENDING PHYSICIAN: (Name/Address/Phone/Comments) \_\_\_\_\_

PERSONAL ACCOUNT (include on Form 1)

In your own words, describe any psychological/physiological effects experienced.

PSYCHOLOGICAL EFFECTS

(Circle the D and/or A beside each item checked to denote whether the effect was noted during or after the UFO sighting. Additional information, including the time duration of each effect, should be clearly stated on the reverse side of this questionnaire. Use additional numbered sheets, if necessary.)

CALMNESS ( ) <u>D</u> <u>A</u>	THINKING IMPAIRED ( ) <u>D</u> <u>A</u>	PERSONALITY CHANGE ( ) <u>D</u> <u>A</u>
CURIOUS ( ) <u>D</u> <u>A</u>	INVOLUNTARY ACTIONS ( ) <u>D</u> <u>A</u>	RELIGIOUS EXPERIENCE ( ) <u>D</u> <u>A</u>
ELATED ( ) <u>D</u> <u>A</u>	TRANCE-LIKE STATE ( ) <u>D</u> <u>A</u>	MEMORY LAPSE ( ) <u>D</u> <u>A</u>
FEARFUL ( ) <u>D</u> <u>A</u>	MENTAL TELEPATHY ( ) <u>D</u> <u>A</u>	TIME LAPSE ( ) <u>D</u> <u>A</u>
PANICKED ( ) <u>D</u> <u>A</u>	DREAMS ( ) <u>D</u> <u>A</u>	OTHER _____ ( ) <u>D</u> <u>A</u>

COMMENTS: Subject - 4/15/68

PHYSIOLOGICAL EFFECTS

(Use same instructions as for above)

HAIR STOOD ON END ( ) <u>D</u> <u>A</u>	SHOOK NERVOUSLY ( ) <u>D</u> <u>A</u>	FELT ELECTRIC SHOCK ( ) <u>D</u> <u>A</u>
HAIR BURNED ( ) <u>D</u> <u>A</u>	FOOT DIZZY ( ) <u>D</u> <u>A</u>	BECAME PARALYZED ( ) <u>D</u> <u>A</u>
HAIR TURNED WHITE ( ) <u>D</u> <u>A</u>	FELT SLEEPY ( ) <u>D</u> <u>A</u>	BODY PERSPIRED ( ) <u>D</u> <u>A</u>
HAIR FELL OUT ( ) <u>D</u> <u>A</u>	FELT NAUSEATED ( ) <u>D</u> <u>A</u>	FELT BURNING SENSATION ( ) <u>D</u> <u>A</u>
EYES WATERED ( ) <u>D</u> <u>A</u>	HAD HEADACHE ( ) <u>D</u> <u>A</u>	SKIN WAS BURNED ( ) <u>D</u> <u>A</u>
EYES SPARTED ( ) <u>D</u> <u>A</u>	ORGANS VIBRATED ( ) <u>D</u> <u>A</u>	EXPERIENCED SKIN RASH ( ) <u>D</u> <u>A</u>
EYES OUT OF FOCUS ( ) <u>D</u> <u>A</u>	DAY-HEAVED ( ) <u>D</u> <u>A</u>	EXPERIENCED WARTS ( ) <u>D</u> <u>A</u>
EYES BLINDED ( ) <u>D</u> <u>A</u>	VOMITED ( ) <u>D</u> <u>A</u>	EXPERIENCED BODY MARKS ( ) <u>D</u> <u>A</u>
EARDRUMS VIBRATED ( ) <u>D</u> <u>A</u>	PASSED URINE ( ) <u>D</u> <u>A</u>	EXPERIENCED BODY WOUNDS ( ) <u>D</u> <u>A</u>
EARS HURT ( ) <u>D</u> <u>A</u>	PASSED STOOL ( ) <u>D</u> <u>A</u>	SKIN PEELLED OFF ( ) <u>D</u> <u>A</u>
EARS DEAFENED ( ) <u>D</u> <u>A</u>	FELT WARMER ( ) <u>D</u> <u>A</u>	NECK MUSCLES ACHED ( ) <u>D</u> <u>A</u>
NOSE IRRITATED ( ) <u>D</u> <u>A</u>	FELT COLDER ( ) <u>D</u> <u>A</u>	ARM MUSCLES ACHED ( ) <u>D</u> <u>A</u>
NOSE BLEED ( ) <u>D</u> <u>A</u>	FELT LIGHTER ( ) <u>D</u> <u>A</u>	LEG MUSCLES ACHED ( ) <u>D</u> <u>A</u>
BLEED THROUGH MOUTH ( ) <u>D</u> <u>A</u>	FELT HEAVIER ( ) <u>D</u> <u>A</u>	SPINAL COLUMN ACHED ( ) <u>D</u> <u>A</u>
TOOTH FILLINGS VIBRATED ( ) <u>D</u> <u>A</u>	FLOATED TO AIR ( ) <u>D</u> <u>A</u>	OTH R _____ ( ) <u>D</u> <u>A</u>

RELATIONSHIP OF UFO OR ENTITY TO AFFECTED PERSON

INDIRECT: UFO MERELY OVERFLEW AREA WITH NO APPARENT INTEREST IN THE WITNESS ( )

APPARENT DIRECT: UFO APPROACHED WITNESS BEFORE EFFECTS ( ) UFO HOVERED OVER WITNESS DURING EFFECTS ( )

ACTUAL DIRECT: WITNESS TOUCHED BY: UFO ( ) LIGHT BEAM ( ) ENTITY ( ) AN INSTRUMENT ( )

COMMENTS: \_\_\_\_\_

PSYCHIC INTERESTS AND ABILITIES

INTERESTED IN PSYCHIC PHENOMENA? YES ( ) NO ( ) WHAT TYPE? \_\_\_\_\_

HAVE PSYCHIC ABILITIES? YES ( ) NO ( ) DESCRIBE \_\_\_\_\_

HAVE ABILITIES BEEN TESTED? YES ( ) NO ( ) BY WHOM/RESULTS? \_\_\_\_\_

MAY ( ) MAY NOT ( ) USE MY NAME \_\_\_\_\_

SIGNATURE OF WITNESS \_\_\_\_\_ DAY MONTH YEAR \_\_\_\_\_

Figure 5

Witness Information

	Chrystal Jackson	Chris Jackson
Sex	F	M
Age	58	21
Build	Medium	Medium
Height	<u>5'7</u>	<u>6'0</u>
Hair	<u>Bk</u>	<u>Bk</u>
Eyes	<u>Bk</u>	<u>Bk</u>
Occupation	Artist	Musician & Artist

Back Up Information

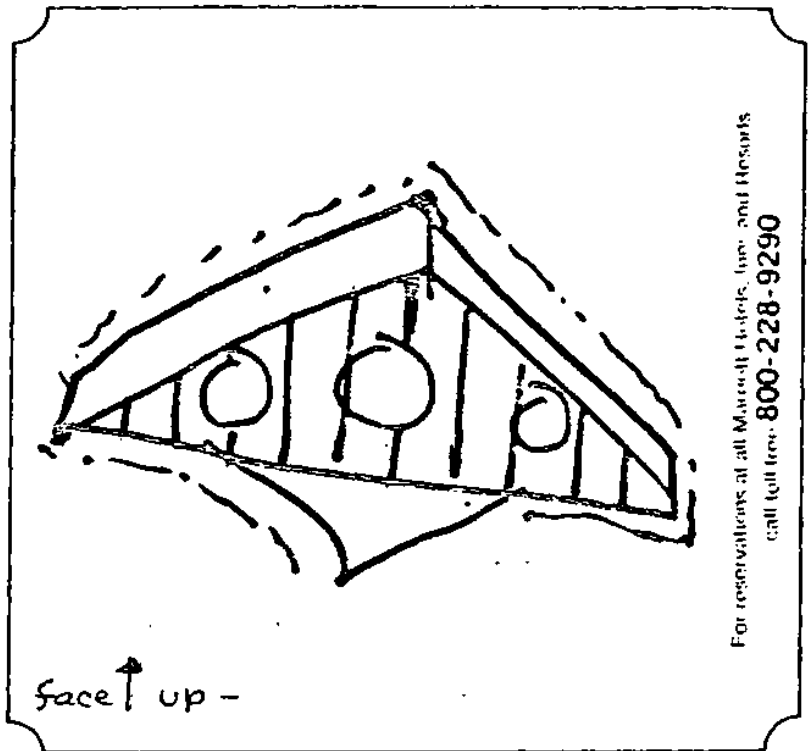
- 1-The Moon and Its' Position, By investigator
- 2-Sketches by Chrystal and Cris Jackson
- 3-Map of the Sighting Area
- 4-Article Appearing in the Lakeland Times Newspaper
- 5-Letter and Clippings from Investigator in Milwaukee
- 6-Letter from Chrystal Jackson to the National Enquirer
- 7-Correspondence from the Investigator

The Moon and it's position

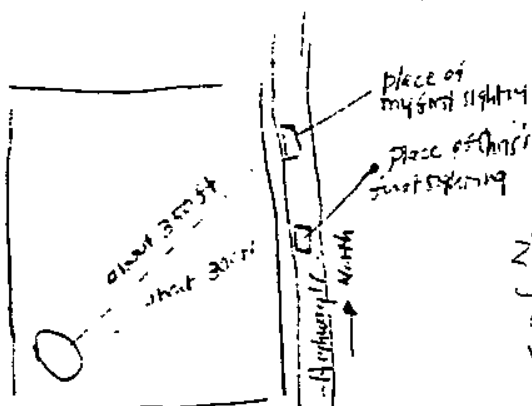
On the night of July 19, 1981, the moon was shortly past full. It rose at 10.15 PM. This would put it about 20 degrees above the horizon, and in the eastern quadrant. This information is from the St. Louis Planetarium.



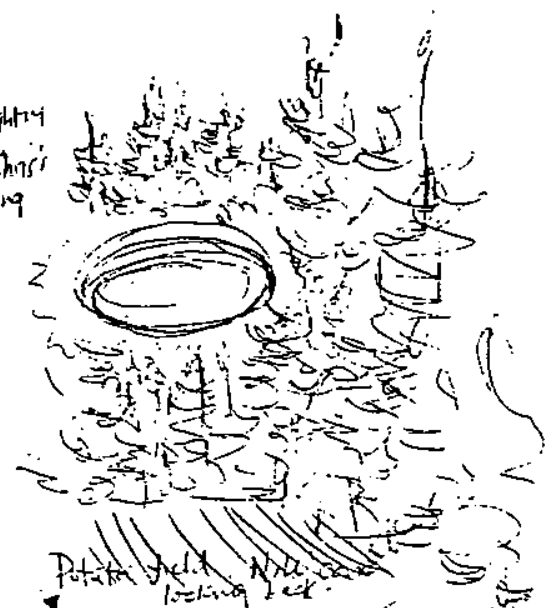
Marriott  
Hotels.



On the way back to St Louis,  
Chris drew this view of the  
U.F.O. to show how the  
perspective looked to him -



Our car had had a tune-up two weeks earlier at Ballwin Simlax in St Louis - & had the timing & lights checked -



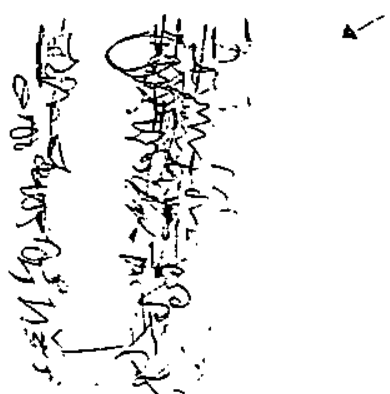
Potato field. No looking back.

B - my First Sighting - (see map) and size of a small island at 350 ft away. UFO went through stages of trying to explain the glowing red-orange sheet as a sign - a heli-copter - It was absolutely still with an even moon-like glow not much brighter.

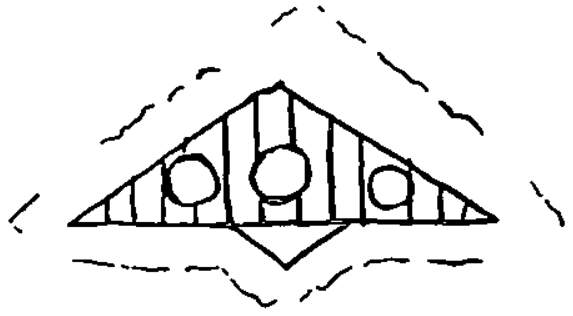


UFO over field

C - I saw the U.F.O. appear to "peek" from behind the tail top of my car. I realized it was a U.F.O. and was sure stuck - I could not move from back seat -



UFO flying "peek-a-boo" as we went north along Highway 17 for about 10 minutes - I was first to see and told Chris to catch up to the other car. He said "I can't, you know it's gone. It was for over 20 miles per hour!"



Chris's view of the U.F.O. from beneath - (about 300 ft away)

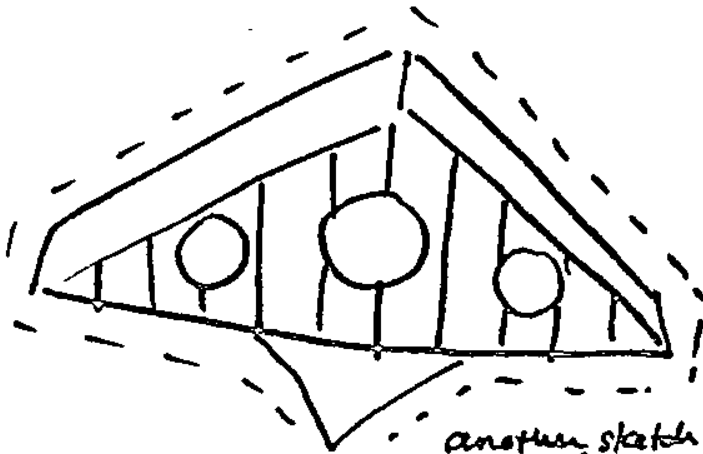
Crystal Jackson -

OUR U.F.O. SIGHTING ON

JULY 19, 1981

11:30 P.M.

NEAR RHINELANDER,  
WISCONSIN - ON  
ROUTE 17 HEADING  
NORTH - JUST SOUTH OF  
SUGAR CAMP



another sketch showing bottom and sides.



Chris looking underneath the U.F.O.



My impression of the UFO against the trees.

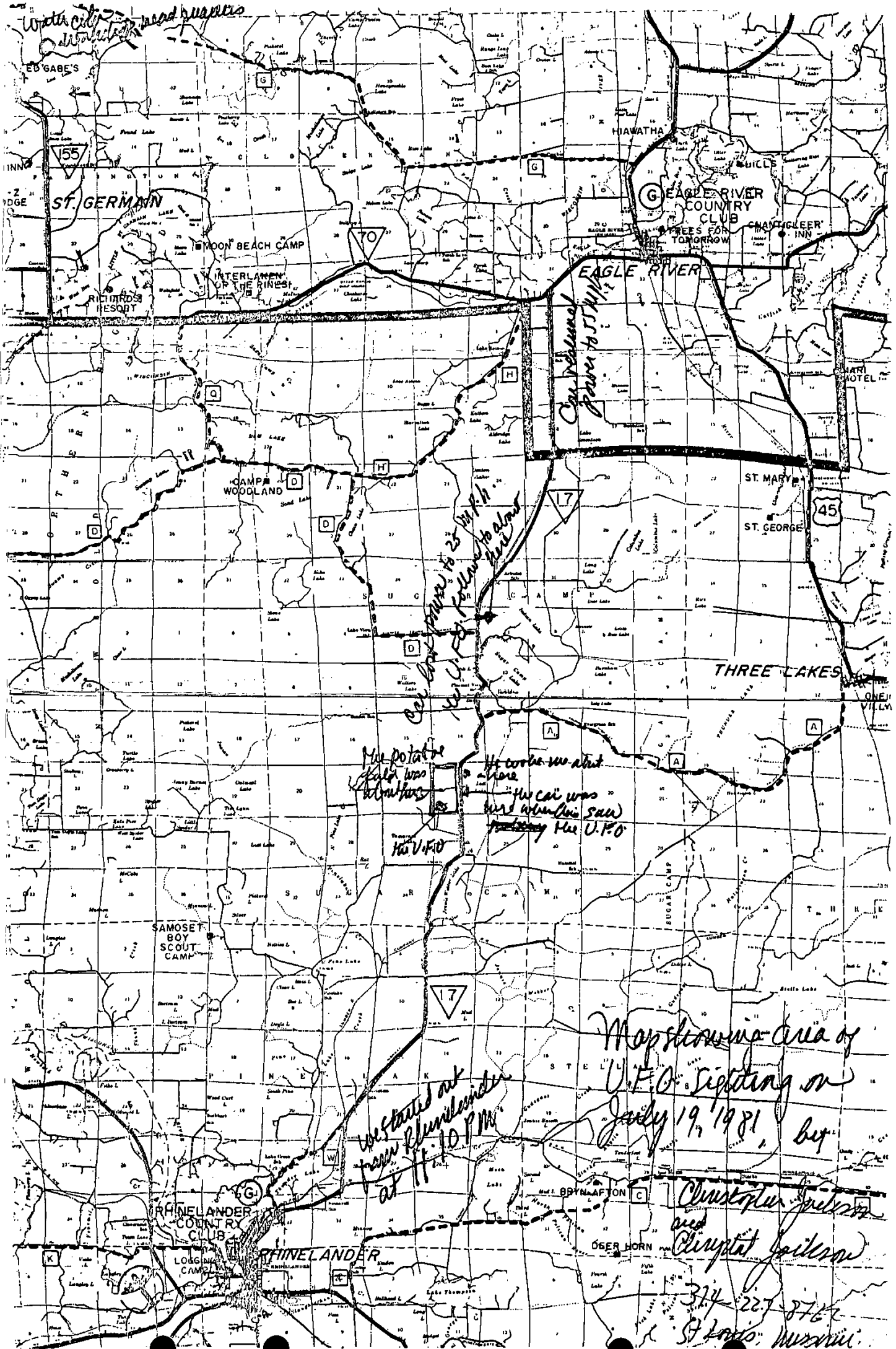


The U.F.O. visible above the trees.

CHRISTOPHER JACKSON - AGE 21  
CHRISTAL JACKSON - AGE 58

The U.F.O. plays "peek-a-boo" behind us.





*Worth City  
Orrville*

*Car returned  
power to 55 miles*

*Car lost power to 25 mi. N. of  
St. Germain. Followed to about  
1/2 mi. S. of U.F.O. sighting*

*The potato  
skin was  
admited*

*He came in about  
1/2 mi. N. of  
the car was  
near (w/ in his car)  
nearby the U.F.O.*

*we started out  
from Rhineland  
at 11:10 PM*

*Map showing area of  
U.F.O. sighting on  
July 19, 1981, by*

*Christopher Jackson  
and  
Christal Jackson*

*374-227-8762  
St. Louis, Missouri*

# Artists capture UFO sighting in paintings

BY VICKI MAZGA

Whether or not you believe in Unidentified Flying Objects (UFOs), the account of an alleged eye witness always makes one take notice. Why do some people see them, and others don't? A photograph is often taken as evidence of a sighting, but how many have painted a picture of what they saw?

Chrystal Jackson and her son Chris reportedly saw a UFO Sunday evening, July 26. Both Chrystal and Chris are watercolor artists, and they each painted a picture of what they saw that night.

Chrystal, her mother and her son, Chris were returning that night to where they were staying in the Sayner area from a demonstration at Nicolet College in

Rhineland. It was about 11:30 at night, and Chrystal was tired after a particularly draining demonstration. There had seemed to be a special magnetism in the workshop that night. She and her students were drawn together, and Chrystal had worked feverishly to correct something in her painting that wasn't quite right. Now she was exhausted and rested in the back seat as her son drove.

Chris spotted the UFO first. They were just outside of Sugar Camp on Hwy. 17 North, when he spotted a red orange object over a potato field on the left side of the road. "We were about 300 feet away from it," he recalled. "The bottom side was tilted up towards us, and I could see three orange

lights on the bottom, and stripes. There were two bars hanging down from it that joined to form a triangle. It glowed, and it didn't make a sound."

He turned to his mother and said, "I think you'd better look through the back window. There's a UFO out there." Chris was a skeptic about UFOs and science fiction in general. Hearing that from her son, Chrystal turned around and looked out the back window.

"I saw a red orange object just over the trees. It was elliptical in shape and slightly tipped up," she recalls. "It couldn't have been a sign because we were in a wooded area. It was too big to be a helicopter."

It seemed to be following the car. "I saw it again, low over the trees," Chrystal said. "It didn't get smaller as we went away from it. As we went around curves, it was always on the right as I looked out the back window." She thought it was going at the same speed as the car.

Meanwhile, the cars ahead of them had disappeared. Wanting to catch up with them, Chris pressed on the accelerator. "But the car wouldn't gain power," he said. "We had been going 55, now we were going 25 or 30. We have an Olds 98, and it had just been tuned up."

The object followed them for about 10 minutes, until they got to the Hwy. 70 turnoff between St. Germain and Eagle River. Then it disappeared, and their car regained speed.

The next day they discovered the gas and tail lights had gone out. They still had head lights, but Chris didn't think their brake lights worked. They found this out when a car pulled up alongside them

and said they almost hit the Jacksons, because the tail lights were out.

"We hadn't used the car since the night before, so it must have happened the night we sighted the UFO," Chrystal says.

The next day they took the car to Woodland Auto in St. Germain, where it was discovered that a fuse had blown. "The man at the garage was puzzled because only one fuse had blown," Chrystal said. "Usually they go together."

"What I saw that night was what I saw physically, with my eyes," Chrystal emphasizes. Her mentor, Marie Larsen, a summer art instructor at Nicolet College, has another theory about the UFO sighting.

"When an individual becomes engrossed in what they are doing, especially in

painting, the thought or intellectual process seems not to exist," Marie explains.

That night, at the workshop, Chrystal was giving a water color demonstration. Marie recalled that the other people at the workshop seemed to be especially in tune with Chrystal. "You give your all when you do this," Marie said. "There is a secret place within yourself, and when you reach it, it touches the secret place of other people. It's intangible. Who can define it?"

Chrystal was very worked up about something in the painting that didn't look right. She pressed on to continue the workshop long after the allotted time was over, to perfect the painting. "I couldn't stop, I wouldn't

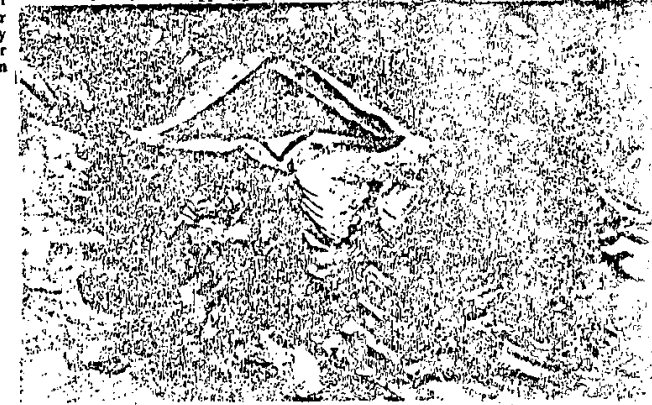
let them go. We were all held together forming a huge pressure of energy. There have been heat sensitive photographs taken showing an aura surrounding people. I think that together with the workshop students, we sent out an aura, a vibration, there in the middle of the woods, that touched or attracted whatever was out there."

"Or it attracted you," Marie adds.

Whatever they saw, or thought they saw, the controversy about UFOs continues. According to the Oneida County Sheriff's Department, no other UFO sightings were reported that night. It seemed to turn the Jacksons into believers, but until hard, tangible evidence is presented, much of the world remains to be convinced.



Both Chrystal and Chris painted their impressions of what the UFO looked like. In Chrystal's, the object hovers just behind the trees, and looks decidedly elliptical in shape.



Chris's painting is more detailed, showing three lights and stripes on the underside of the object. Both said the UFO was tilted up so they could see the bottom.

FOR FURTHER INFORMATION CALL:  
277-2717

199 Gilla Drive  
Ballwin, Missouri 63011  
October 14, 1981

Articles Editor  
The National Enquirer, Inc.  
Lantana, Florida 33464

Dear Sir:

Phone: 314 227-8762

After talking with your office briefly, a few weeks ago, it was suggested that I write you our experience concerning a U.F.C. seen at close range in the North Woods of Wisconsin this summer. If you consider this to be acceptable for publication, I will be happy to receive your normal payment for such articles.

On July 19th of this year, I had been invited to give a lecture-demonstration concerning my new Dematerialistic Theory of Painting, at Nicolet College in Rhinelander, Wisconsin. This was to celebrate an opening of an exhibit of watercolors by my son, Christopher Jackson, and myself, and also to mark the beginning of my fourth annual Wisconsin Workshop at the summer home of one of my students, who lives near St Germaine.

My lecture had gone well and my full-sheet watercolor of a butterfly-fantasy theme was, to all purposes, finished. People were gathered around the large table and were pleased. Then, I had a strong urge to add a spiderweb to my painting. I have to say that I do like to paint sparkling spiderwebs

6635 N. 75 St., Apt. 8  
Milwaukee, WI 53223  
Oct. 3, 1981

Dear Mr. Adams,

Yesterday I got from my clipping service a copy of your letter to the editor on the July 19 Jackson UFO, in the sister newspapers of Eagle River and Three Lakes (Wis.). Are you an investigator for APRO or CUFOs? (I know both groups were aware of the case)

Although my service sends me only about a third of the articles they should be, based on what it did send, there were no sightings in the Rhinelander/Eagle River area in mid-July other than the one you are already working on. But there have been a lot of sightings in the area through the years. Tomahawk and Minocqua have had a couple (just late last year, if memory serves), and the Rhinelander paper has run a number of articles through the years. I am sending along a couple of articles, of which I had spare copies lying around handy. I can visualize another article that even had "Sugar Camp" (where the Jackson incident started) in the title, ~~but~~ but I'm not sure when it was--probably since August 1979, though.

I'm curious about your inquiry about the pseudonymous Mary B. Good. Did she do a news article on the Jackson case? The only one I have is Vicki Niazga's, in the Minocqua LAKELAND TIMES of Aug. 6, and would be interested in seeing any other articles on it. (At the CUFOs conference last weekend, Mimi Hynek told me that Mrs. Jackson had a copy of this article, so I trust you've seen it, and have had a chance to make your own copy--or I'd enclose it now.)

A few years ago ~~there was~~ the Eagle River/Three Lakes paper (which at that time was published as a single paper, with the two names on the masthead) was looking to do a story on local UFO sightings (see "seek data" item enclosed). Months <sup>ago</sup> ~~ago~~ and the clipping service didn't send me the expected article, so I wrote to the paper, and on Aug. 4, 1977, Assistant Editor Herman Baumann wrote me that it "was never written because we received no response from our readers. We wanted to present local experiences on UFO's, but nobody wanted their [sic] stories in print."

I hear that the St. Louis UFO Study Group is publishing THE UFO ENIGMA. Lou Farish had the April 1981 issue on his latest sale list, and I asked him about it. Maybe I'll subscribe once I see what it's like.

A man who came to our local shopping center UFO exhibit last March 19 told me he had a sighting in St. Louis, in July 1972 (or 1971), a nocturnal light, making abrupt maneuvers. Later friends of theirs who lived under where he thought it was said they had company at the time, and the kids came in to report it, so they went out to look too. They also saw it to the NW, and described it the same. Duration 9-10 minutes (at least that's how long he saw it). He lived in a suburb south of St. Louis, actually. I sent him a questionnaire later, but never got it back, and I've sort of dropped it. (After all, NLS are a dime a dozen!) But if it sounds like it might be corroboration to what is actually an above-average UFO event, I can pursue it. Give me some details on it.

I hope the above and the enclosed are of some help.

P.S. If you don't publish an article on the Jackson case, please tell me what your conclusions are, as I've taken a particular interest in Wis. cases, for obvious reasons. (Re-

Ufologically yours,

*Rich*

Richard W. Heiden

cently I heard of an abduction at Coral Lorenzen's home town of Barron. The case was published, but with another site, at the witness's request.)

## Youth claims seeing 2 green men from UFO

By MARY SONDERGARD  
(Reporter Staff Writer)

An unidentified flying object landed on a Malone farm Saturday night and two green men were seen briefly before they disappeared, according to a 15-year-old Malone youth.

Mark Ziegelbauer, of Route 1, Malone, said he saw the green men after the object landed on a neighbor's farm.

The "saucer" was first spotted by his father Orville

who was working outside on the Ziegelbauer farm around 10 p.m.

The elder Ziegelbauer called to his son, and both saw the multi-colored lights which Mark said were "kind of low" and "kind of big." He said the lights were "going around" as it went past the Ziegelbauer's new silo and landed in a hayfield out of view.

Mark said he drove over to the area where the object had landed and saw the two green men when he shone the car's bright headlights. He dimmed the lights as the two men put their hands up, he said, and "disappeared somehow" in front of his eyes. Mark did not see the grounded flying saucer, he said.

One of the two men was slightly bigger than Mark, who is 5 feet 7 inches tall, he said. The other was smaller. He was so "scared" he did not notice anything particular about their features, he said.

The object, which was about the size of a "small camper-trailer," Mark said, was not seen when it left by Mark or his father. Mark said they both have seen almost the same thing, minus the green men, once before.

On Sunday, a woman from the UFO Education Center in Appleton came to Malone and spoke with the Ziegelbauers. She also showed them some photos, Mark said.

Mik Thompson, 17, of rural Campbellsport, reported Monday that he saw an unidentified flying object in the Dotyville area about 9 p.m. Saturday, an hour before the Ziegelbauer's sighting.

Thompson said it looked like a big meteor, but added he was positive it was not. He said he saw the UFO as he was driving with a friend along County Trunk W near County Trunk B south of Dotyville.

(the UFO Education Center is an Adamski contactee cult group)  
Fond du Lac (Wis.) REPORTER, Aug. 10, 1976



ADAMS, Wis.  
APR 6 1978

MAR 16 1978

Standings are through March 2, 1978.

### Reported to Sheriff's Dept.

A March 24 report to the Sheriff's Dept. said that a break-in had occurred at the Silver Mobile Home Park.

From a break-in in Adams, a stereo and records were taken, according to a March 26, report.

A boat, motor and trailer were taken from the yard of a Town of Springville home. The theft was reported March 26.

Two CB antennas were broken and another stolen from vehicles parked in Adams Saturday night, March 25.

A rusty, white or tan 1966 Buick was seen leaving a Town of Springville home, following a break-in that resulted in the loss of an antique baby crib and some old black door handles. The break-in was reported March 27.

A small car tore up the churchyard of the Community Church, located on Co. "C", west of Highway 13, the vandalism was reported March 28.

Five chainsaws were reported stolen from the Bear Trap in Friendship, according to a March 29 report to the Sheriff's Dept. The stolen saws have been entered in the Crime Information Bureau.

Lumber and nails were stolen from a building site in the Town of Strong's Prairie according to another March 29 report.

A March 30 report said that a number of windows were broken at Roberts Brothers Sales.

Two juveniles were apprehended March 30, while they were breaking into a trailer home in the Town of Preston.

At about 9:25 p.m. Thursday evening, March 30, a Friendship man reported seeing a UFO at location 2 or 3 miles south of Co. "J", on 16th Ave. The person making the report said that the UFO hovered overhead, and then landed.

Eagle River-Vilas Co. News Review

IAN 26 1978

More than fifteen million Americans reportedly have seen UFO's. That's an awful lot of people to have neighbors who think they're a little flakey.

### Reported to Sheriff's Dept.

A flying saucer was spotted near Lake Sherwood, according to a March 4, report to the Adams County Sheriff's Dept. The report was made by the Wisconsin Rapids PD. The UFO was encountered by a 12-year-old, Chris Marceau, who lives on Lake Sherwood.

Chris described the object as a little bigger than a golf ball, in apparant size. It was flying low, and zigzagging from side to side and up and down. It left no tail. He and his two brothers took it for a flying saucer. The sighting was made about 7:00 p.m.

Also, March 4, a Friendship man reported the loss of 4 tires and rims from his terrestrial

vehicle, which was parked at Trez's Mobile. Later on March 4, a car parked in Friendship was reported vandalized.

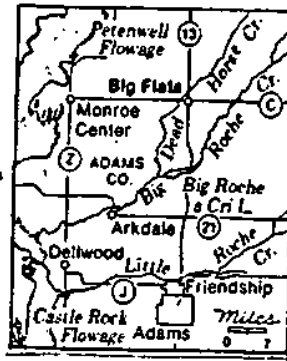
At 5:31 a.m., March 6, a call to the Sheriff's Dept. said that 18 horses were running loose near 1769 16th Ave. The horses split up, one group heading south, the other group heading north. With a deputy's assistance, the horses were corralled.

### Space fallout adds 1,000 tons to Earth daily

Washington, D.C. —AP— A little bit of outer space falls to earth every day, says National Geographic. About a thousand tons of space dust, space particles and micrometeoroids reach the earth's surface daily, they report.

Larger heavenly visitors, meteorites, are not so common, but arrive in a more spectacular manner, says Geographic. A meteor shower in 1833 was described as a "constant succession of fireballs, resembling rockets."

Scientists are divided about the origin of meteorites, called meteors before they hit the earth's surface.



Article below also in Monroe Evening Times of Dec. 29, 1977, Marinette Eagle-Star of Jan. 20, 1978, and (without last paragraph and picture) Milwaukee Journal of March 8, 1978.

Antigo Journal, Friday, January 13, 1978, Page 6

## Miracles or UFOs?



were very similar to many UFO experiences.

The World Almanac Book of the Strange notes that Vallee has found reports that witnesses at Fatima saw a bright spinning disc that fell to the earth in a zig-zag path and then sped off into the sun.

The Fatima visions began in May 1917 when three peasant children saw a tiny lady in the midst of a bright light. Similar visions were repeated each month, with ever-increasing crowds of witnesses until, on October 17, 1917, some 70,000 people gathered in a pouring rain to see the promised vision.

According to Vallee, the various elements of Fatima — a luminous flying disc, its zig-zag path, bright light effects, thunder claps, buzzing sounds, and a strange fragrance — are commonly reported by people who claim close encounters with UFOs.

Many of the Fatima witnesses reported that, in spite of the pouring rain, they and the ground were dry when the disc flew off into the sun.

Lady of Fatima: was she part of a UFO sighting?

Has there already been a mass UFO encounter similar to that in the last scene of "Close Encounters of the Third Kind"? Dr. Jacques Vallee, a computer specialist who has done extensive research into UFO reports, points out that the miraculous events at Fatima in 1917

Richard W. Heiden  
6901 W. Fiebrantz Ave.  
Milwaukee, Wis. 53216 (USA)

# Couple has 'encounter' of 1st kind

By Lance J. Herdegen  
U.S. Press International

MILWAUKEE — What is bright orange, shaped like a canister vacuum cleaner, larger than a helicopter and fast on the getaway?

Harold and Shirley Peters don't know after about three weeks of thinking and talking about their encounter of the first kind. But they believe it was a UFO.

They say the reaction of their friends and neighbors — aside from a few prank telephone calls — has been one of curiosity rather than disbelief.

"On the whole, most people, I think, really believe in it now, especially the people who know us," Mrs. Peters said. "They saw how excited about it we were."

## 'It was bright orange'

The couple were en route to a bowling alley at Rhinelander in northern Wisconsin last month when they saw an object in the sky above their car.

"It was bright orange," she said in a telephone interview. "It was shaped like a canister vacuum cleaner — that's the only way I can describe it. It was going very fast."

The UFO appeared to move alongside their car for a time, they said, then crossed in front of it and hovered over a supermarket.

"Then it went up, straight up — real fast until we couldn't see it any more," said Mrs. Peters. She said the object — "larger than a helicopter" — wasn't a star, meteorite or balloon or anything she had ever seen before.

"At first, we weren't going to tell anyone about it. But we were pretty excited and when we got to the bowling alley we started talking. We just had to tell somebody. I guess most of the people believed us because they knew us. They said they wished they could see one."

## gossip about UFOs

"When I run into someone who doesn't believe it, I don't push it," said Peters, 52, a paper firm worker. "I just tell them: 'There's no sense talking about it with me when you don't know what I'm talking about.' I just drop it there."

Mrs. Peters, 50, office manager for a propane gas company, said she is reading everything she can find on the

Rhinelander News

FEB 11 1978

He is survived by three daughters. Mrs. Phillip (Jean) Kriesel, Mrs. Ronald (Judith) Berby.

all newspapers are Wisconsin (USA)

# Alleged UFO Spotted

An unidentified flying object was reportedly spotted by a Rhinelander man Friday night. Oneida County authorities were told about the apparent sighting.

Richard Hazelquist of Star Rte. 2, said he saw the alleged UFO from the 1200 block of Eagle Street

around 6:30 p.m. He told deputies he was looking at the object with binoculars, but couldn't identify it. He described it as having a red top and the bottom was flashing different colors. It was stationary for a while and then flew upward, he added.

February 1978						
S	M	T	W	T	F	S
				1	2	3
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

Rhinelander News

MAR 9 1978

St. Germain

# UFO Reported

Another UFO was reported to the Oneida County Sheriff's Department — this one had pulsating yellow lights, according to the report.

Trudy Walti, Crescent Road, reported at 8:45 p.m. Wednesday that a round object which appeared to be quite a distance away was moving through the east sky. It was yellow and went brighter and dimmer, Walti reported.

March 1978						
S	M	T	W	T	F	S
				1	2	3
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Madison (Wisconsin) Wisconsin State Journal March 9, 1978

(The Peters case was February 17)

(Rhinelander is 195 miles north-northwest of Milwaukee, Wis.)

# Deaths

## In Other Places

John (Long John) Nebel, 66, fixture for 28 years of late night radio in New York City, Monday in New York. Had last live radio show on station WMCA Friday night.

Endre Sitk, 67, Hungarian foreign minister from 1955 to 1961 and Hungarian envoy to US in late 1940s. Tuesday in Budapest.

Allan Spraul, 82, member of President's Council of Economic Advisers and vice chairman of Federal Open Market Committee. Saturday in Kentfield, Calif.

MILWAUKEE JOURNAL, FEB 11, APR 1978



Gordon Cooper

# Ex-Astronaut Talks of UFOs

Washington Post Service

Washington, D.C. — In a television program to be broadcast Monday, former astronaut Gordon Cooper will say he believes alien spacecraft may be buzzing Earth.

"I keep hearing these stories from credible sources inside the government, and they just won't go away," Cooper said of his comments in a telephone interview.

An already taped appearance on "The Merv Griffin Show," in which both Cooper and Griffin imply that information on UFOs has been withheld, is scheduled for broadcast Monday.

MILWAUKEE (Wis.) JOURNAL, Saturday, April 8, 1978

JUN 3 1976

U  
WINTER, WISCONSIN

**UFO SPOTTED BY FORMER  
WINTER RESIDENT**

We are in receipt of a letter from Dagmar Noel of Waukesha that she and her friend, Lloyd Pringle were in the Winter area on May 1st and 2nd. On Sunday they left to return to Milwaukee and Waukesha. They took Highway W and stopped off for a short time at Big Bear Lodge and then left and took Highway M off of Highway W to Highway 8. They saw three deer along the road and slowed down. All at once in front of them on the road was a machine that looked like a car and yet it didn't look like one. It was a sort of faded white or bluish machine. Lloyd told her later he saw it following them but thought it was an odd looking car. She slowed down again and then the machine stopped in the road and a person ran out — very fast. He ran as fast as a road runner about 200 feet ahead. He ran towards the ditch on the left side. She didn't see him turn around but he was back to the machine just as fast as he ran across the road. He got into the machine — but she never saw him open a door. At the same time they saw the large space ship about 200 feet past the smaller machine. This machine was dark red — the shape was like a bowl upside down. It covered from one side of the road to the next side. It didn't have a front or back — the same all the way around. There were some dark markings and there was a little

covered from one side of the road to the next side. It didn't have a front or back — the same all the way around. There were some dark markings and there was a little vapor or haze around it. They both disappeared at the same time. The big one she never saw it land or take off. They both were gone at the same time.

On May 12th Dagmar told her doctor about the episode and he advised her to contact the U.F.O. Center. She did and a Mr. Thomas H. Helman, Associate Director of the U.F.O. Center, Midwest Hdqts., of Appleton talked to her on the phone and told her it was a space man she saw.

Lloyd and Dagmar were invited to Appleton Hdqts., and went there on May 15th. They were asked questions and cross-examined over an hour. There were about 40 other people at the place that had seen U.F.O. space ships in the past and of late.

They were informed the space people are harmless and peace-loving people and have flesh and blood like us and are not war-like.

The man she saw wore a dark colored jump suit, was slender, and was about 5 ft. 6 inches or 5 ft. 7 inches and was a light-colored human or person.

Editor's note:

Several years ago the late John Pavloe of Winter informed the late Roy Martin, then Editor of the Gazette, that he had seen a U.F.O. He drew a picture of how the space ship looked. His description was similar to the above write-up sent to us by Dagmar Noel.

The UFO Education Center of Appleton is a contactee cult group (site is near Hawkins, Wis.)

Winter (Wis) Sawyer County Gazette  
3 JUNE 1976

5:11  
UFO here July 19?

I am investigating the July 19, 1981, UFO sighting by Chrystal Jackson of St. Louis. The sighting occurred in the area between Rhineland and Eagle River. As part of this investigation, I am trying to find out who carried the story of this sighting, and if other sightings were reported before and around this date.

I would appreciate any information or copies of stories on UFOs that you could send me.

I am also looking for a free lance journalist who goes by the pen name of Mary B. Good. I would appreciate it if you would put me in contact with her, if you have her address.

Thanks.

Charles K. Adams  
12702 Shady Creek  
St. Louis, Mo. 63141

**EDITOR'S NOTE:** If anyone can help Charlie, why not drop him a line? We didn't run any stories about any UFO sighting here. The last one we got involved in must

be identical in 2 sister papers, Sep. 16, 1981: Eagle River VILAS COUNTY NEWS REVIEW and Three Lakes News (Wisconsin)

have been 15 years ago when we kind of embellished a tale told by the late Joe Simonton in which he claimed a UFO landed on his property on Perch Lake Road — and claimed he swapped them a jug of water for some pancakes made in outerspace. We had a lot of fun with that story, but it got out of hand — and we lost a lot of time, answering phone calls. What worried us was when the Army Air Force sent an investigation team here from Wright-Patterson Air Force Base. It began to look as if some taxpayers' money were being wasted, and we felt guilty.

Eagle River-Vilas County  
News-Review &  
Three Lakes News  
December 23, 1976

U  
**Seek local data  
for UFO story**

The News-Review is starting an investigation into UFO sightings and experiences for a feature to appear in February, and we need help from the community.

If you have ever seen an UFO please write a letter to: UFO's Vilas County News-Review, Box 100, Eagle River, WI 54521, or phone 479-4421.

Interest in UFO's reached a high point here about 12 years ago when Eagle River farmer Joe Simonton, now deceased, said he saw a flying saucer land near his home. He further claimed that he talked with the space people, and that they gave him a perforated pancake. He received national attention for his experience.

at times, but this was an intrusive idea and I felt, although it didn't belong, I had to add it. The result was very exhausting and, after finally changing the spiderweb into a second butterfly, we left to have a late supper.

It was about 11:10 when we set out for St Germain in three car . We were the last car and the other two went on ahead. Chris, seeing that I was tired, offered to drive, and so I fell asleep in the back seat of our 1970 '98 Oldsmobile. My eighty-nine-year-old mother sat beside Chris.

I should mention that before we left St Louis, Missouri, to go to Wisconsin, about a week prior to this experience, we had had a complete tune-up and check of the lights and wiring system at Ballwin Sinclair.

I will describe Chris's story, which can be checked with him, since he never was interested in science fiction and U.F.O's before this incident and now he wants to forget it.

He related to us that he was driving about 55 miles per hour on Highway 17, heading north to St Germain, and was approaching Sugar Camp. There were no houses or cars around. There were only tall Wisconsin pines and a small lake to the right. To the left he came to what was probably a potatoe field. Nothing was in sight. He got half way down the field when he had a strong feeling to turn his head to the left. He did so and about 300 feet across the field, at tree height, hovering

perfectly still, was a triangular-shaped object about the size of a car. It glowed red and orange and was made of a plastic-like material. Beneath it, since he was looking up under it, were three large orange orbs, which cast no beam, and hanging down was a metal-like appendage. (see sketch). There was striped ribbing on the chassis. Chris said he was so surprised by what he saw he could do nothing but stare. He said he counted about the equivalent of to seven, to estimate the time for me, and then I heard him shout, "Mom! Mom!, wake up and look out the back window, There's a U.F.C. bus there!" My first impulse was to say, "Oh sure!" and go back to sleep but he sounded too urgent and so I looked out the window and saw it. By then the object was further away (about 350 feet away), and took on a more elliptical shape. My first impulse was to explain it rationally. Somehow I couldn't talk much which is very unusual for me. I could only think. It must be a sign, I thought. It looked like neon... bright red and orange but what would it be doing in the potatoe field? It must be a helicopter but it was too solidly illuminated with no separate lights and it made no noise and just remained floating in the air. It reminded me of the top of a circular building which we had looked down on from our hotel in HONOLULU at night, two years ago. It was ringed around with red neon and our slide of it looked very much like this object only this object was solidly red-orange!

I remained "glued" to the back seat. I heard Chris say, "I wish I had had a camera. He said he looked in the rear view mirror to see it again but neither of us ever thought of stop-

ping the car, or of suggesting that my mother be helped to see it. In fact it was an effort to voice any feelings. I was in awe of what I saw. I realized that it was a U.F.O. when I couldn't explain it. We left the field behind us and the road wound among the tall pines. I stayed where I was, expecting to see it again, although it had been lost from view. Sure enough, it peeked from behind the trees and kept this up as we drove down the highway. No cars were coming or going. Now I was suddenly afraid and I said to Chris. "Catch up with Andrea!" There was a pause and he said, "I can't! There's no power!" HIS FOOT, HE SAID, WAS ON THE FLOOR BOARD! He was going about twenty-five miles per hour! We crawled along at this slow rate of speed and I was terrified! There were no houses until we got to the outskirts of St Germain and then we saw the U.F.O no longer. However the power came back and our tail lights were shot and our dash lights went out. We have had to have all kinds of electrical work done on our car at the St Germain gas station, in Chicago, on the way home, and back in St Louis.

Andrea suggested that Chris and I paint our impressions of what we saw and these paintings were included in an article published about this incident in the Lakeland Press.

I now am intensely interested in the whole subject of U.F.O's and want to tell everyone of our experience. There are many curious things about what has happened and what is happening. Why did I write my book about a dematerialistic theory in four days? Why do I paint spiderwebs? Why are people so interested in this form of painting I am doing which is not realistic?

When I read about U.F.O's after this, I read about "The Cobweb Theory" and dematerializing of U.F.O's. It is all so strange! I must add that I have a strong motivating force to paint the highest form of beauty on this earth. I do not want to paint evil. I paint a lot of butterflies, waterfalls, baby birds and flowers. It's all a part of my theory.

Please feel free to edit or change anything for conciseness. Oh yes, Chris and I both would like to see another U.F.O. next summer. "Next time", said Chris "I'll have a camera!"

Very sincerely,

Chrystal Jackson



199 Gilla Drive  
Ballwin, Missouri 63021  
October 15, 1981

Mr. Charles K. Adams  
12702 Shady Creek  
St Louis, Missouri 63141

Ph: 314 22769762

Dear Mr. Adams:

I am sending you the material I promised in connection with our U.F.O sighting on July 19, 1981. I hope that you will find it of interest.

You might be interested to telephone a journalist who lives in Minnqua, Wisconsin. She has seen three U.F.O.s in the vicinity where I and my son saw ours. Her address is:

Mary B. Good

Route # 3

Minnqua, Wisconsin Tel: 715 356-9096

I have no idea if she will be willing to write or talk to you about her experiences but perhaps you could say that you are researching our sighting and want to find material that will back it up. If you find out anything, let me know! Good Luck!

*Mary B. Good*  
Mary B. Good

C. K. ADAMS  
12702 Shady Creek  
St. Louis, MO  
63141

August 30, 1981

Editor  
The Rhinelander News  
714 Courtney St  
Rhinelander, Wi., 54501

Dear Sir:

I am investigating the July 19, 1981 UFO sighting by Chrystal Jackson of St. Louis. The sighting occurred in the area between Rhinelander and Eagle River. As part of this investigation I am trying to find out who carried a report of this sighting, and if other sightings were reported before and around that time.

I would appreciate any information or copies of stories of UFO's that you could send me.

I am also looking for a free lance journalist that goes by the pen name of Mary B. Good. I would appreciate it if you would put me in contact with her, or send me her address.

hanks

Sincerely

Charles. K. Adams

Charles K. Adams  
12702 Shady Creek  
St. Louis, Mo  
63141

August 30, 1981

Editor  
Vilas County News  
330 W. Division St.  
Eagle River, Wi. 54521

Dear Sir:

I am investigating the July 19, 1981 UFO sighting by Chrystal Jackson of St. Louis. The sighting occurred in the area between Rhinelander and Eagle River. As part of this investigation I am trying to find out who carried the story of this sighting, and if other sightings were reported before and around this date.

I would appreciate any information or copies of stories on UFO's that you could send me.

I am also looking for a free lance journalist that goes by the pen name of Mary B. Good. I would appreciate it if you would put me in contact with her, if you have her address.

Thanks

Sincerely

Charles K. Adams

Charles K. Adams  
12702 Shady Creek  
St. Louis, O  
63141

Editor: Lakeland Times  
Box 50  
Minocqua, Wi. 54548

Dear Sir:

I am investigating the July 1981 UFO sighting by Chrystal Jackson of St. Louis. The sighting occurred in the area between Rhinelander and Eagle River. As part of this investigation I am trying to find out who carried the story of this sighting, and if other sightings were reported before or around this date.

I have a copy of the article which appeared in your August 6, 1981 issue. I would appreciate any information or copies of other stories of UFO's which you would send me.

I am also trying to contact a free lance journalist that goes by the pen name of Mary B. Good. I understand that she works your area. I would appreciate it if you would put me in contact with her, or send me her address, if possible.

Thanks

Sincerely

*Charles K. Adams*  
Charles K. Adams

Charles K. Adams  
12702 Shady Creek  
St. Louis, Mo  
63141

Nov. 2, 1981

Mary B. Good  
Route #3  
Minagwa, Wi  
54548

Dear Mary:

My name is Chuck Adams, and I am a certified investigator for the UFO Study Group of Greater St. Louis. I am investigating the sighting on July 19, 1981 by Chrystal Jackson (of St. Louis) in the area between Rhinelander and Eagle River. I understand you have seen UFO's in this area, and I would appreciate it if you could relate some of the information about the sightings to me. I need this information to serve as background information for the Chrystal Jackson sighting.

I would also appreciate any information you would send about your impression of Chrystal Jackson and Chris Jackson. All information you supply will be treated in the strictest confidence, especially information relating to the Jackson's.

If you so desire, any sighting accounts will be held in confidence.

Enclosed is a self addressed, stamped envelope, to facilitate any response you would care to send.

Thanks

Sincerely  
*Chuck*  
C. K. Adams



BARBARA SCHUTTE  
Field Investigator  
(319) 372-7340

CENTER FOR UFO STUDIES R.R. 1 BOX 138A WEVER, IOWA 52658

*a not-for-profit Illinois corporation*

MUSCATINE UFOS-1 .

IA

45 0722-1981-0002

Muscatine, IA. A toll bridge operator, two teenage boys, an anonymous person and six wild rabbits were the unsuspecting witnesses of three separate UFO sightings on three consecutive nights of late July in Muscatine, IA.

Muscatine City Police reported to the Center For UFO Studies several strange events in their jurisdiction and this author was assigned to investigate.

The primary event occurred on July 22, 1981 at the Norbert F. Beckley Toll Bridge at Muscatine, IA; dividing Iowa and Illinois by the Mississippi River.

For the previous two years a 33 year old male (in this case our primary witness) reported for work at the toll bridge in the capacity of lone operator on the 11 p.m. to 7 a.m. shift. The night wore on with the usual leisure until 0259. The operator, hereinafter A.W., rested his eyes by surveying the mighty Mississippi River to his east. Scanning further south on the river his eyes could hardly believe the large oblong object that seemingly hovered there. A.W. called the police and reported the object. The police arrived within the minute, saw nothing and left within four minutes.

MORE



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#### MUSCATINE UFOS-2

Settling back in the toll booth, he quickly dismissed the sight, "Probably an airplane or something," he thought. Realizing the time to be a quarter past three, A.W. remembered that the bridge crew's adopted rabbits were probably wondering where their snack was. The workers pooled their money to buy carrots, lettuce, etc. to feed the dozen or so wild rabbits that have inhabited the bridge area ever since its existence. With the food in hand, A.W. walked out of the toll booth and onto the cemented square to set down the food. Expecting the wild rabbits to flee as always as he approached, A.W. set the food down within inches of the animals. To his amazement, the rabbits did not move.

He then noticed that the rabbits were different. They were stretched out - front legs out, back legs out, ears flat against their backs. He rose slowly with a sinking feeling that something was not right; something very strange was happening. "It was as if someone was watching you behind your back." He looked around as a trained observer and was amazed at the orange object on the opposite side of the river. He walked up the roadway about fifty feet; then further as he realized he had never seen anything like this before in his life.

MORE



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MUSCATINE UFOS - 3

One-half mile away an orange glowing egg-shaped object lying on its side moved slowly, smoothly toward the Iowa side of the Mississippi River where A.W. stood. The object appeared to be 15 by 20 feet. A bright yellow light could be seen lighting up the interior of the object. "It was like looking through a window," A.W. recalled. Once parallel to the main bridge span which runs east-west, the object began to ascend in a "stepping but smooth" motion until just a few feet above the level of the span. The object glided sideways across the top of the span in seemingly one motion as the object itself was just two feet short of being as wide as the top of the bridge or 30 feet. Having cleared the bridge span, the orange object began its descent of fifty feet toward the water with the same stepping motion used to ascend the obstacle. A whizzing noise was heard as the object moved as if "a water pump was pumped dry". The object now appeared to be 20 by 25 feet at some 350 yards from him.

The object now moving west and again toward A.W., moved slowly and when 250 yards away from him the yellow interior light simply went out! "Like someone turned off the switch," A.W. told me. The orange object appeared to be 25 by 30 feet at this point. The object then very quickly sped off in the west up over the Observation Point above and north of the toll booth. A.W. told me that as he realized it was so close, he hurried back underneath the hooded portion of the toll booth drive.

MORE





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MUSCATINE UFOS - 4

"Must be some government project, " he kept telling himself. Looking back to the rabbits he noticed that they were beginning to stir and soon scurried off to the brush nearby. They had not touched their food however; nor were they to return to the food that night.

The somewhat shaken toll booth operator went to the booth and phoned the police. Still nervous and shaking when police arrived, he told the officers of his sighting. The officers drove around but did not see any object or anything else unusual.

The policemen stopped the patrol car in the Riverfront Park. In the quiet of the night they heard a loud whizzing sound. One of the officers described it this way: "It was like a cross between a baseball whizzing by your ear and skyrocket shooting up into the sky like during the Fourth of July." As the officer of the Muscatine Police Department recalls, "I said, Did you hear that? My partner said, Did YOU hear it? Then the noise came up again, we looked around and decided to get the hell out of there!"

Another officer reported hearing the noise off and on as he patrolled four blocks west of the river around 0326. An officer walking the beat in the downtown area next to the river reported that cats were running wild and acting crazed in the alleys at the time.

A.W. trying to put it all together at the toll booth, again heard the strange whizzing sound but saw no object at 0400. The rest of the night remained quiet and peaceful and 0700 hours was readily welcomed!

MORE



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MUSCATINE UFOS - 5

### THE RABBITS

Certainly the most unique feature of this case is the reaction of the wild rabbits present at the UFO sighting. This is also the reason that we chose to classify this case as a Close Encounter of the Second Kind.

The wild rabbits have been routinely fed in the early AM since 1972. Our primary witness has fed them for two years and describes the rabbits as wild, active, healthy and readily scurries away when approached by humans. Although this author was unable to see the animals, they were captured on film by a local TV cameraman after the July 22 sighting.

In review, July 22, 1981 these rabbits were seen flat against the cement with legs stretched out and ears flat against their backs during the UFO sighting and stayed that way even when approached by our primary witness. After the UFO departed, the animals moved about, refused to eat and then took off for the nearby brush. The rabbits behaved normally the next day and every day since the incident.

One of two veterinarians that I consulted informs us, "Rabbits have a behavior of freeze and FLEE IF they feel that they can get away from the danger. Also they are extremely sensitive to vibration."

MORE



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#### MUSCATINE UFOS - 6

The second veterinarian adds, "Rabbits have a wider range of hearing than humans - mostly in the higher pitched tones."

So we have the wild rabbits, alerted by the high-pitched whizzing noise and possibly associated vibration, that froze but decided not to flee as their instinct told them that they could not get away from this danger.

#### THE PRIMARY WITNESS

The 33 year old male toll bridge operator was visibly shaken et excited by the UFO sighting. He was not interested in UFOs prior to the incident. He did not seek publicity even when approached by the press an annoying number of times. Through talking to him at a later date and discussing the whole picture, he decided to go before the public and on camera in order that others may feel easier about coming forward with what they may have seen.

Reference checks revealed this man to be of good moral character, honest and not easily frightened.

He is also involved in his community as a member of the Muscatine County Deputy's Posse. He is well-liked both among co-workers as well as at home and community.

A.E. found it difficult to describe certain aspects of the UFO sighting. He rather leaned toward the notion that the UFO was a government project and that CUFOS would know all about it and explain it to him. To this date he still expects an answer - a definitive one.



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BARBARA SCHUTTE

Field Investigator

(319) 372-7340

## MUSCATINE UFOS - 7

Usually having to be dragged to the doctor's office for illness, A.W. sought medical treatment for a severe headache with vomiting and back pain on August 1. He told the doctor that he had fallen, not wanting to disclose the UFO sighting. X-rays were negative and the Doctor prescribed a pain medication. These symptoms are probably explained by the recent pressure from the press, an unfamiliar stress to deal with.

He also suffered nightmares and stated that he heard the same noise of the UFO in his sleep the night after his sighting. So loud was the noise that he swore the UFO was above his head and he jolted upright in bed.

A.W. was also bothered by a late model brown Chevy which followed his activities for a day and a half following an anonymous phone call from a male, stating that he wanted to talk to him about what he had seen over the river. Both A.W. and this author were surprised by a strange beeping on our phone lines in a conversation the day before he returned to Muscatine AND after the brown car had appeared.

A.W. felt that it might be government agents, having read accounts of such in articles since his sighting. I reassured him that there was no danger to him and even if it was government agents they were just nosing around.

MORE



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BARBARA SCHUTTE  
Field Investigator  
(319) 372-7340

MUSCATINE UFOS - 8

Overall I consider the witness to be credible and I believe that he saw and heard exactly what he told me.

#### THE FIRST SIGHTING

The story begins at 0007 July 21, 1981 as two teenage boys drove along the highway next to the riverfront in Muscatine. The teenage passenger drew his friends attention to an orange disc-shaped object over the Illinois side of the Mississippi River at approximately 300 feet. The boys drove their car down into the riverfront park, got out of the car to get a better look at the mysterious object (the size of a full moon) that appeared to change shapes.

The sky that night was partially overcast at this time and could account for the illusion of changing shapes, although the witness disagrees with this explanation. The object then disappeared behind the cloud cover five minutes later.

Just when the two boys thought the show was over, the orange object reappeared north of the Norbert F. Beckly toll bridge close to the Illinois side. The teenage driver went to a nearby phone and called police. Two officers met the boys at the upper end of the riverfront park but saw no object. The teenage driver returned to the police station to fill out a report and to call CUFOS.

The driver gave his name and home number for contact by CUFOS, He was hesitant at first but after reassurances of privacy, he agreed

MORE



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MUSCATINE UFOS - 9

to tell what he experienced. He said that he was not frightened but was stunned and excited. So excited that he called his mother who was visiting several states away to tell her about the sighting. Unfortunately his friend has not come forward to help validate the story.

The teenager holds a steady job, has a clean police record and I have found no reason not to believe what he has told me.

#### THE THIRD NIGHT

This third UFO event was not investigated in any detail as once again the informant to the police department refused to give his name, exact address or phone number.

The police report tells us that an orange object - round in front and tapered toward the back was seen West on Linn Street - five blocks from the riverfront on July 23, 1981 at 0104. Although sounding similar to the previous night's sighting, one difference was reported by this witness - a streak coming from the back.

A policeman patrolled the area. He saw no object but did notice an oil slick  $\frac{1}{2}$  block long in the vicinity of West 5th and Linn Streets. The Lt. noted this as the officers usually report oil slicks to the fire department to be flushed away due to the fact it may pose a driving hazard. The police department also informed me that an oil slick that size is usually seen after an auto accident. None was reported that night and a hard rain the next day flushed away any remaining sample.

MORE



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BARBARA SCHUTTE

Field Investigator

(319) 372-7340

#### MUSCATINE UFOS - 10

A dutiful citizen brought in an object to the police station that night. He stated that he found the potato chip wrapper with an orange bottom whisking around in the wind and felt that it might have prompted the UFO sighting.

He may have been right; we will never know because the UFO sighting witness was too embarrassed or frightened to come forward.

#### ADDITIONAL CHECKS

The usual IFOs were eliminated due to the object's maneuverability and light patterns. The local Muscatine Airport has an uncontrolled tower and all weather information comes from the Flight Service out of the Quad Cities some hours drive North. The weather on all three nights was of broken overcast with no precipitation. Ad plane checks were negative, especially when you consider that a 1,000 foot altitude over obstructions must be kept to keep their waiver. The nearest military bases were not contacted as we felt that the cost would not merit the expected result at this time.

It should also be noted that many of the measurements in the toll bridge sighting were based on the specifications of the Norbert F. Beckly bridge.

MORE



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MUSCATINE UFOS - 11

AND THEN LATER ....

Having considered the Muscatine cases closed, I began a retrospective look at the events. Something strange indeed has occurred in Muscatine for three consecutive nights. The only questions left unanswered were who or what the UFOs are and why they were in Muscatine, IA.

And then other cases came to our attention. The case of the missing 50,000 gallons of chlorinated water in Port Bryon, IL, some 15 miles across the Mississippi River from Muscatine and an anonymous woman's amazing account at Salabury Recreational Area just West of Muscatine over a tributary of a river.

The woman called our primary witness of the toll bridge sighting. Making sure she had the right person she began, "I think I saw what you saw."

She described a large bright object that changed colors as she first saw it ascending toward the river. She described a whizzing noise 'of dry pumping' she recalled. As it got closer to the water it was more orange in color WITH A YELLOW LIGHT INSIDE LIGHTING UP THE INTERIOR! Then she heard the splashing of water as she saw the object set down on the river. All lights went out and she could neither see or hear anything. Frightened, she ran back to her camp site. Despite encouragement from A.W., she hung up without leaving a name or phone number to be reached.

MORE





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(319) 372-7340

MUSCATINE UFOs - 12

### COINCIDENCE OR CLUE ?

Some skeptics may be screaming about psychic phenomena. But, let us ask this: Are wild rabbits capable of experiencing psychic phenomena?

So we have the Mississippi River with A.W.'s sighting and the two teenage boys, the swimming pool at Port Bryon and now the tributary at Salesbury Recreational Area; all within a 15 mile radius of Muscatine, IA.

Is it coincidence or a clue to the answer of why these UFOs were in Muscatine on the three consecutive nights?

INTERNATIONAL  
**UFO**  
REPORTER

CASE # \_\_\_\_\_  
TYPE: \_\_\_\_\_  
EM PH. TR PHYS RAD PHOTO HUM  
REFERRED BY: \_\_\_\_\_

Send completed form to:  
Allan Hendry  
902 Hemingway Rd.  
Stone Mountain, GA  
30088

**WITNESS**

PHONE 319-264-3185  
NAME Allan Wagner  
ADDRESS 2012a Starbuck  
CITY Muscatine  
STATE Iowa ZIP 52761

SEX: (X) MALE ( ) FEMALE AGE: 33  
OCCUPATION: Toll Bridge Operator  
EDUCATION: U.S. Grad.  
ANIMALS PRESENT? yes ANY REACTIONS?  
rabbits - frozen in tracks  
lay flat on cement or against post  
during sighting - refused to eat that  
morning after sighting

LIST OTHER WITNESSES' NAMES AND PHONE NUMBERS:

YOUR ACTIVITY PRIOR TO THE SIGHTING? checking rabbits - thought something wrong  
WHAT ATTRACTED YOUR ATTENTION? huge flash & light of power outage so part of road  
DID YOU WATCH THE OBJECT CONTINUOUSLY? (X) YES ( ) NO ( ) OTHERS SUPPLIED SOME DETAILS  
VISUAL AIDS: (X) NONE ( ) GLASSES ( ) BINOCULARS/TELESCOPE ( ) CAMERA:  
DID THE OPTICS IMPROVE YOUR OBSERVING?

WHAT WERE YOUR REACTIONS? fright, awed, "eerie feeling", nervous and shaky

WHAT AGENCIES DID YOU CALL? (X) POLICE ( ) CENTER ( ) PRESS ( ) MILITARY ( ) AIRPORT  
( ) SEEN ON RADAR? SEE ATTACHED  
HAVE YOU SEEN A UFO BEFORE? ( ) YES (X) NO  
INTERESTED IN SUBJECT PRIOR TO SIGHTING? (X) YES ( ) INDIFFERENT ( ) NO  
UFO KNOWLEDGE OBTAINED FROM: ( ) UFO BOOKS ( ) UFO MAGAZINES ( ) TV/NEWSPAPERS (X) NONE

**ENVIRONMENT**

DATE: 7-21-81 STREETS Toll Bridge - Norbert F. Beckley Bridge #1  
TIME: 0310 MILES \_\_\_\_\_ OF ( ) TOWN \_\_\_\_\_  
(X) AM ( ) PM (number) (direction) (city)  
(X) EXACT ( ) ESTIMATED ONLY COUNTY Muscatine STATE Iowa

TYPE OF AREA: (X) URBAN ( ) SUBURBAN ( ) RURAL  
( ) RESIDENTIAL ( ) AGRICULTURAL ( ) INDUSTRIAL ( ) UNDEVELOPED (X) COMMERCIAL  
SPECIAL FEATURES IN AREA? Mississippi River

YOUR LOCATION: ( ) INDOORS (X) OUTDOORS ( ) IN A VEHICLE: ( ) CAR? ( ) PLANE? ( ) OTHER-  
SPEED \_\_\_\_\_ DIRECTION \_\_\_\_\_ TRAFFIC? \_\_\_\_\_  
(X) STANDING ( ) SITTING ( ) LYING DOWN

VIEW: (X) UNOBSCURED ( ) TREES/BUILDING IN THE WAY ( ) THROUGH A WINDOW: ( ) OPEN? ( ) CLOSE?  
SEEN CONCURRENTLY: (X) MOON ( ) STARS ( ) AIRCRAFT ( ) BIRDS ( ) METEORS ( )

**WEATHER**

CLOUD COVER: ( ) CLEAR (X) BROKEN ( ) OVERCAST ( ) FOGGY ( ) RAIN/SNOW  
WINDY? yes WIND DIRECTION? SW

# APPEARANCE

1 NUMBER OF OBJECTS SEEN: <sup>5 with,</sup> (  ) ONE ( ) \_\_\_\_\_

2 APPARENT SIZE SIMILAR TO: ( ) STAR

( ) DISTANT PLANE

3 ACTUAL SIZE: 30 ft. wide ( ) FULL MOON  
(optional)  SEVERAL MOONS: \_\_\_\_\_

OUTLINE: (  ) SHARP DISTINCT  
( ) VAGUE, FUZZY  
( ) TOO DARK  
( ) NOT APPLICABLE

SOUND: ( ) NONE  
(  ) Police siren  
"whizzing"  
"like when it goes dry"

COLOR(S): ( ) WHITE (  ) orange with yellow light  
See Attached.  
orange - 2536  
yellow - 2505  
zipatone colors  
Sketch the UFO's SHAPE here

LUMINOSITY: ( ) UNCERTAIN (  ) SELF-LUMINOUS ( ) REFLECTED LIGHT ( ) FLASHING

INTENSITY: ( ) STAR ( ) AIRCRAFT (  ) INTENSE ( ) BLINDING ( ) CHANGING

## FEATURES:

(number)	(colors)	(where on UFO body)	STEADY/FLASHING
1	yellow	top of center	STEADY/FLASHING
			STEADY/FLASHING
			STEADY/FLASHING

( ) TRAIL? ( ) SURROUNDING HAZE? ( ) BEAMS? ( ) SPIKES? (  ) GLOW?

COLOR Orange LENGTH/POSITION 250 yds. away 30 ft. wide DURATION 5 min.

OTHER DETAILS: yellow light went out as approached witness

OPACITY: (  ) OPAQUE (  ) TRANSLUCENT ( ) TRANSPARENT ( ) NOT APPLICABLE

TEXTURE: ( ) SMOOTH ( ) ROUGH ( ) METALLIC ( ) \_\_\_\_\_

HEAT: (  ) NO ( ) YES : ODOR: (  ) NO ( ) YES \_\_\_\_\_

# MOTION

POINT OF APPEARANCE: DIRECTION E ANGLE 90 (0 to 90°) MANNER Came up from trees

TRAJECTORY: (In terms of direction and angles above the horizon - include durations)

Came up from trees on Illinois side of river toward witness travelling west, hovered momentarily at side of main bridge span but UFO over river, then up (stepping motion but smooth) to approx. 40' above bridge - straight across top of bridge then back down a little (then wide, smooth turn to the west over hill top.

POINT OF DISAPPEARANCE: DIRECTION W ANGLE 60° MANNER smooth + fast

DURATION: HRS 5 MIN \_\_\_\_\_ SEC \_\_\_\_\_

SPEED: ( ) STATIONARY (  ) SLOW PLANE ( ) FAST PLANE ( ) FASTER THAN PLANE ( ) EXTR. FAST

PATH: ( ) STRAIGHT ( ) CURVED (  ) CHANGING

PASSED: (  ) IN FRONT OF: ( ) BEHIND: ( ) CLOUDS (  ) TREES ( ) BUILDINGS ( ) OTHER: \_\_\_\_\_

ESTIMATED ALTITUDE (optional): 100 ft. approx.

INTERNAL MOTION: ( ) ROTATING ( ) CHANGING SHAPE ( ) SPLITTING UP ( ) COMING TOGETHER

361-185# 49-11-112 7-11-81 Muscatine  
702-11-0007

# INTERNATIONAL UFO REPORTER

CASE # \_\_\_\_\_  
TYPE: \_\_\_\_\_  
EM PH. TR PHYS RAD PHOTO HUM  
REFERRED BY: \_\_\_\_\_

Send completed form to:  
Allan Hendri  
c/o International UFO Reporter  
1609 Sherman Ave., Suite 207  
Evanston, IL 60201

## WITNESS

PHONE 319-263-5251 SEX: ( ) MALE ( ) FEMALE AGE: 17  
NAME Randy Reynolds OCCUPATION: Gas Station Attendant  
ADDRESS 809 Poplar EDUCATION: College  
CITY Muscatine ANIMALS PRESENT? NO ANY REACTIONS? \_\_\_\_\_  
STATE Iowa ZIP \_\_\_\_\_

LIST OTHER WITNESSES' NAMES AND PHONE NUMBERS:

YOUR ACTIVITY PRIOR TO THE SIGHTING? driving thru town  
WHAT ATTRACTED YOUR ATTENTION? friend saw it  
DID YOU WATCH THE OBJECT CONTINUOUSLY? (X) YES ( ) NO ( ) OTHERS SUPPLIED SOME DETAILS  
VISUAL AIDS: ( ) NONE ( ) GLASSES ( ) BINOCULARS/TELESCOPE ( ) CAMERA: \_\_\_\_\_  
DID THE OPTICS IMPROVE YOUR OBSERVING? \_\_\_\_\_

WHAT WERE YOUR REACTIONS? Got out of car, weird feeling

WHAT AGENCIES DID YOU CALL? (X) POLICE ( ) CENTER ( ) PRESS ( ) MILITARY ( ) AIRPORT  
( ) SEEN ON RADAR?  
HAVE YOU SEEN A UFO BEFORE? ( ) YES (X) NO  
INTERESTED IN SUBJECT PRIOR TO SIGHTING? (X) YES ( ) INDIFFERENT ( ) NO  
UFO KNOWLEDGE OBTAINED FROM: ( ) UFO BOOKS ( ) UFO MAGAZINES ( ) TV/NEWSPAPERS ( ) NONE

## ENVIRONMENT

DATE: 7-21-81 STREETS Riverfront  
TIME: 6:00 HILES \_\_\_\_\_ OF DOWNTOWN \_\_\_\_\_  
(X) AM ( ) PM (number) (direction) (city)  
(X) EXACT ( ) ESTIMATED ONLY COUNTY Muscatine STATE IA

TYPE OF AREA: (X) URBAN ( ) SUBURBAN ( ) RURAL  
( ) RESIDENTIAL ( ) AGRICULTURAL ( ) INDUSTRIAL ( ) UNDEVELOPED (X) COMMERCIAL  
SPECIAL FEATURES IN AREA? Mississippi River

YOUR LOCATION: ( ) INDOORS (X) OUTDOORS ( ) IN A VEHICLE: ( ) CAR? ( ) PLANE? ( ) OTHER-  
SPEED \_\_\_\_\_ DIRECTION \_\_\_\_\_ TRAFFIC? \_\_\_\_\_  
(X) STANDING ( ) SITTING ( ) LYING DOWN

VIEW: (X) UNOBSCURED ( ) TREES/BUILDING IN THE WAY ( ) THROUGH A WINDOW: ( ) OPEN? ( ) CLOSED?  
SEEN CONCURRENTLY: (X) MOON (X) STARS ( ) AIRCRAFT ( ) BIRDS ( ) METEORS ( )

## WEATHER

CLOUD COVER: ( ) CLEAR (X) BROKEN ( ) OVERCAST ( ) FOGGY ( ) RAIN/SNOW  
WINDY? yes WIND DIRECTION? light winds

**APPEARANCE**

NUMBER OF OBJECTS SEEN: (X) ONE ( ) \_\_\_\_\_

APPARENT SIZE SIMILAR TO: ( ) STAR

( ) DISTANT PLANE

ACTUAL SIZE: \_\_\_\_\_ (X) FULL MOON

(optional) ( ) SEVERAL MOONS: \_\_\_\_\_

OUTLINE: ( ) SHARP DISTINCT SOUND: (X) NONE

(X) VAGUE, FUZZY ( ) \_\_\_\_\_

( ) TOO DARK \_\_\_\_\_

( ) NOT APPLICABLE \_\_\_\_\_

COLOR(S): ( ) WHITE (X) orange <sup>light</sup>

'looked like an egg being pushed in on the side.

Egg shaped  
Sketch the UFO's SHAPE here

LUMINOSITY: ( ) UNCERTAIN (X) SELF-LUMINOUS ( ) REFLECTED LIGHT ( ) FLASHING

INTENSITY: ( ) STAR ( ) AIRCRAFT (X) INTENSE ( ) BLINDING (X) CHANGING

**FEATURES:**

(number)	(color)	(where on UFO body)	
_____	LIGHTS COLORED _____	SITUATED _____	STEADY/FLASHING
_____	LIGHTS COLORED _____	SITUATED _____	STEADY/FLASHING
_____	LIGHTS COLORED _____	SITUATED _____	STEADY/FLASHING

( ) TRAIL? ( ) SURROUNDING HAZE? ( ) BEAMS? ( ) SPIKES? (X) GLOW?

COLOR \_\_\_\_\_ LENGTH/POSITION \_\_\_\_\_ DURATION \_\_\_\_\_

OTHER DETAILS: which moved 3-4 sec - no lights off - 20 min

OPACITY: ( ) OPAQUE ( ) TRANSLUCENT ( ) TRANSPARENT (X) NOT APPLICABLE

TEXTURE: ( ) SMOOTH ( ) ROUGH ( ) METALLIC ( ) \_\_\_\_\_

HEAT: (X) NO ( ) YES \_\_\_\_\_ ODOR: (X) NO ( ) YES \_\_\_\_\_

**MOTION**

POINT OF APPEARANCE: DIRECTION E ANGLE <sup>(0 to 90°)</sup> 45 MANNER hovering 5 min <sup>changed shape</sup>

TRAJECTORY: (In terms of direction and angles above the horizon - include durations)

From E hovered 50-5 min on Illinois side covered by clouds reappeared above bridge to the north of the Illinois. Cone shaped then moved sideways to bridge.

POINT OF DISAPPEARANCE: DIRECTION N ANGLE 45° MANNER \_\_\_\_\_

DURATION: \_\_\_\_\_ HRS \_\_\_\_\_ MIN \_\_\_\_\_ SEC

SPEED: (X) STATIONARY ( ) SLOW PLANE ( ) FAST PLANE ( ) FASTER THAN PLANE ( ) EXTR. FAST

PATH: ( ) STRAIGHT ( ) CURVED ( ) CHANGING

PASSED: ( ) IN FRONT OF: (X) BEHIND: (X) CLOUDS ( ) TREES ( ) BUILDINGS ( ) OTHER: \_\_\_\_\_

ESTIMATED ALTITUDE (optional): 300 FT.

INTERNAL MOTION: ( ) ROTATING (X) CHANGING SHAPE ( ) SPLITTING UP ( ) COMING TOGETHER

NATURE OF INCIDENT: UFO CODE SECT: 63

LOCATION OF INCIDENT: sky over river

INFORMANT'S NAME: Reynolds, Randy PHONE: 3-5251

CHECK BOX IF APPLICABLE:  
 ALARM:  FIRE  SILENT  AUDIBLE  ROBBERY

ACCIDENT:  PI  PD  F  H&R  PED.

DISTURBANCE:  JUV.  FIGHT  DOMESTIC  VEH.  ANIMALS  OTHER

PERSON:  INJ.  MISSING/RUNAWAY  ASSIST.  SUSPIC.

THEFT/BURG:  VEHICLE  BUSINESS  CYCLE  RESIDENCE  FROM AUTO  OTHER

PARKING/TRAFFIC:  24 HR.  48 HR.  NO PARKING ZONE  
 OTHER

large orange disc, char. 7.0  
shape disappears, reappears

(PD 16 Rev. 5/81)

DATE: 7/2/81

1. RECEIVED  
 2. DISPATCHED  
 3. ARRIVED  
 4. COMPLETED

1. 0007  
 2. 0034  
 3. 0037  
 4. 0052  
8/20 min

TI. 0015

ICR # 81-10281

UNIT (S) ASSIGN: 910 950 AREA: 910

INFORMANT'S ADDRESS: 809 Poplar

DISPOSITION:  
 UNFOUNDED  ARREST  OTHER  
 G.O.A.  REPORT  ASSIST

will meet official  
upper end of park  
in 76 med Post St  
0038, 910, 10-23  
0050, 10-5, E K 104  
PSB to talk to MFO  
0055, PBX W. 0 State  
on report

DISPATCHED BY: Riest

NATURE OF INCIDENT: UFO CODE SECT: 63

LOCATION OF INCIDENT: Tollbridge

INFORMANT'S NAME: Wagner, Al PHONE: 4-3185

CHECK BOX IF APPLICABLE:  
 ALARM:  FIRE  SILENT  AUDIBLE  ROBBERY

ACCIDENT:  PI  PD  F  H&R  PED.

DISTURBANCE:  JUV.  FIGHT  DOMESTIC  VEH.  ANIMALS  OTHER

PERSON:  INJ.  MISSING/RUNAWAY  ASSIST.  SUSPIC.

THEFT/BURG:  VEHICLE  BUSINESS  CYCLE  RESIDENCE  FROM AUTO  OTHER

PARKING/TRAFFIC:  24 HR.  48 HR.  NO PARKING ZONE  
 OTHER

2 sightings, same description as  
Randy Reynolds, 2nd time heard  
a "buzzing" sound.  
approx 3:15 sightings  
bottoming  
219

DATE: 7/2/81

1. RECEIVED  
 2. DISPATCHED  
 3. ARRIVED  
 4. COMPLETED

1. 0259  
 2. 0259  
 3. 0259  
 4. 0303

TI. 4 pm

ICR # 81-10288

UNIT (S) ASSIGN: 950 AREA: 910

INFORMANT'S ADDRESS: 2016 Stevenson

DISPOSITION:  
 UNFOUNDED  ARREST  OTHER  
 G.O.A.  REPORT  ASSIST

for our 10-43  
0323, PBX WFO  
0326, 930  
could hear the  
noise in 400 block of  
Walnut, on 4th  
0402, Complaint re V  
could hear sound again

DISPATCHED BY: Riest

NATURE OF INCIDENT <i>U.F.O.</i>		CODE SECT. <i>63</i>	DATE <i>7/23/81</i>	ICR # <i>81-10342</i>
LOCATION OF INCIDENT <i>West on Linn</i>		PHONE <i>Refused</i>	1. RECEIVED <i>0104</i>	UNIT (BY ASSIGN.) <i>907</i>
INFORMANT'S NAME <i>Refused</i>			2. DISPATCHED <i>0108</i>	AREA <i>940</i>
CHECK BOX IF APPLICABLE ALARM <input type="checkbox"/> FIRE <input type="checkbox"/> SILENT <input type="checkbox"/> AUDIBLE <input type="checkbox"/> ROBBERY			3. ARRIVED <i>0109</i>	INFORMANT'S ADDRESS <i>Refused</i>
ACCIDENT <input type="checkbox"/> PI <input type="checkbox"/> PD <input type="checkbox"/> F <input type="checkbox"/> H&R <input type="checkbox"/> PED.			4. COMPLETED —	DISPOSITION <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> ARREST <input type="checkbox"/> OTHER <input type="checkbox"/> G.O.A. <input type="checkbox"/> REPORT <input type="checkbox"/> ASSIST
DISTURBANCE <input type="checkbox"/> JUN. <input type="checkbox"/> FIGHT <input type="checkbox"/> DOMESTIC <input type="checkbox"/> VEH. <input type="checkbox"/> ANIMALS <input checked="" type="checkbox"/> OTHER			TI. —	<i>Signs of oil leakage in vicinity of West on Linn</i>
PERSON <input type="checkbox"/> INJ. <input type="checkbox"/> MISSING/RUNAWAY <input type="checkbox"/> ASSIST. <input checked="" type="checkbox"/> SUSPIC.				<i>SETUFOS-#11-MINKE-3 MUS-#-W-7-23-010</i>
THEFT/BURGL. <input type="checkbox"/> VEHICLE <input type="checkbox"/> BUSINESS <input type="checkbox"/> CYCLE <input type="checkbox"/> RESIDENCE <input type="checkbox"/> FROM AUTO <input type="checkbox"/> OTHER				DISPATCHED BY <i>Rust</i>
PARKING/TRAFFIC <input type="checkbox"/> 24 HR. <input type="checkbox"/> 48 HR. <input type="checkbox"/> NO PARKING ZONE <i>Orange, round in front tapered toward back, streak coming from west.</i>				

*W.E. Hasty*  
*...*  
*...*  
*...*  
*...*



BARBARA SCHUTTE  
Field Investigator  
(319) 372-7340

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#### ABOUT AL WAGNER

Reference checks revealed this man to be of good moral character, honest, not easily frightened, a nervous type of person since knowing him, "sticks to his guns". Involved in community.

He was visibly shaken by UFO sighting. He found it difficult to describe aspects of the case as other witnesses do. He rather leaned toward the notion that the UFO was a government project and that CUFOS would know what it was all about. To this date he still wants an answer- a definite one. Just like every one else. He was not interested in UFOs prior to this incident. Since the sighting, he has been bothered by the press a great deal but through talking to him and discussing the whole picture he decided to go public and on camera in order that others may feel easier about coming forward with what they may have seen.

He is well like and I noticed that even the neighborhood children admire him and consider him a friend. He bought some ducks to put in the slough near his home to help perk up the place and give the children a pet. Also member of Sheriff's Posse.

Overall I consider the man to be credible and I believe that he is telling the truth.

**FOLLOW UP** Al related to me that he sought medical treatment for a severe headache with vomiting and back pain on Aug 1. He lied to the Dr. saying that he fell not wanting to tell him about the UFO sighting. X-rays were neg. and the Dr. prescribed pain med. As a nurse I feel that it was due to the pressure of the press. He also suffered nightmares and stated he heard the same noise in his sleep so loud that he swore the UFO was above his head on July 23, 1981. Please note that Al does have to be dragged to a Doctor usually for illness.





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ABOUT AL WAGNER CONT.

Al also expressed concern about a late model dark brown Chevy car which followed his actions for a day and a half following an anonymous phone call. The car contained two very well dressed men. He became impatient with this activity of the brown car and thought he would approach them but did not out of fear. He thought it might be government agents. I assured him there was not danger and even if it would be govt. men they were just nosing around.

We also heard a beeping on our phone lines in a conversation about 10:00 am the day before I returned to Muscatine and after the brown car appeared.



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#### FOLLOW UP ON ANIMAL EFFECTS

Six rabbits routinely fed in early am since 1972. Primary witness Al Wagner, toll booth operator has fed them for two years and describes these rabbits as wild, active, healthy and readily scurries away when approached by humans.

July 22, 1981 these rabbits were flat against the cement during the UFO sighting and stayed that way even when approached by Al Wagner. After the UFO departed the animals moved about and refused to eat then took off for the brush. The rabbits behaved normally the next day and ever since the incident.

Dr. Mulch DVM  
Ft. Madison, IA

Rabbits display a behavior of freeze and flee if they feel that they can get away from the danger. Also they are extremely sensitive to vibration.

Dr. Hutchcroft  
Burlington, IA

Rabbits have a wider range of hearing than humans- mostly in the higher pitched tones.

Dr. Beaver Animal Behaviorist  
Texas A & M

Unable to reach Dr. Beaver. 1-713-845-3211



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#### LOCAL AIRPORT CHECK

Muscatine Airport is an uncontrolled tower. No info available. All weather comes from Flight Service at the Quad Cities.

AD PLANE CHECK 1-309-788-4440

Mark Poupas, IL

No flights in the Muscatine area on July 21 - July 24. Also stated that they must maintain 1,000 ft. altitude over obstructions and in order to keep their waiver.

#### MILITARY BASES

After discussing situation with Mark Rodeghier at CUFOS we felt that the cost would not merit the expected result at this time.



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NORBERT F. BECKLY BRIDGE

*Toll Bridge NO. 1-263-8700*

Clearance 17 feet 1 inch

3,018 ft. long

32 feet wide

512 ft. center span length

500 ft. navigational channel

Mississippi River one-half mile wide at toll-bridge



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Field Investigator  
(319) 372-7340

REPORT ON POWER OUTAGES

July 19 to July 25

Muscatine Power and Water CO.  
Muscatine, IA

<u>DATE</u>	<u>TIME</u>	<u>DURATION</u> **	<u>AREA AFFECTED</u>	<u>REASON</u>
7/22/81	2:04am	less than 1 minute	Gravel pit area south of Muscatine	Raccoon in 13.8 KV capacitor bank
7/23/81	6:18pm	less than 1 minute	Gravel pit area south of Muscatine	Unknown
7/25/81	10:40am	less than 1 minute	Gravel pit area south of Muscatine	Unknown
7/25/81	6:25pm	less than 1 minute	Southeast area of the city of Muscatine	Storm

\*\* Circuit breakers tripped and reclosed automatically in all cases.

Richard E. Huebner  
Signature and Job Title

Richard E. Huebner  
Energy Management Supervisor



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BARBARA SCHUTTE  
Field Investigator  
(319) 372-7340

REPORT ON POWER OUTAGES

July 19 to July 25

Shirard Power Company  
Reynolds, IL

<u>DATE</u>	<u>TIME</u>	<u>DURATION</u>	<u>AREA AFFECTED</u>	<u>REASON</u>
-------------	-------------	-----------------	----------------------	---------------

I am sorry, but we do not show a Leo Marriott in our files. Is it possible that they receive their bills under another party's name?

Following are the outages which occurred during the above named time spans:

7-18-81 6:30 am - 7:25 am Rte.#67 Milan - Branch Fuse Out

On 6-26-81 our records indicate that a Leo Mallie was without power from 1:15 am to 2:30 am due to a Branch Fuse out.

If you desire more information from our records, please enclose name, address, and location of our customer.

Sorry we couldn't have been a greater help.

Thank You.

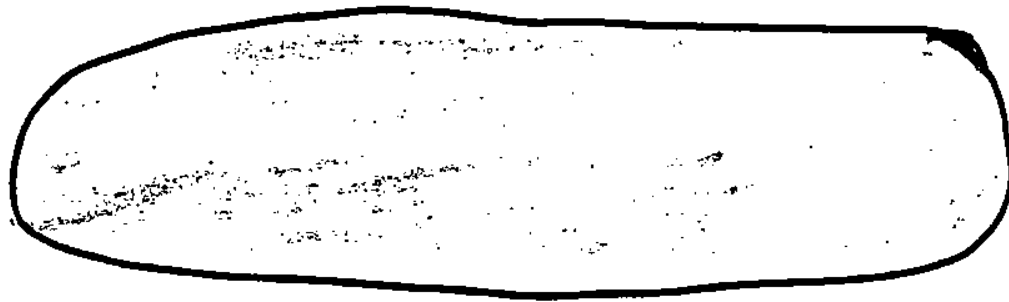
  
Signature and Job Title

ROCK ISLAND CO. SHERIFF'S DEPT. UFO REPORT  
1-309-794-1230

A Rock Island Co. Deputy questioned primary witness to Muscatine sighting as he had responded to a call in Rock Island Co. regarding a UFO sighting.

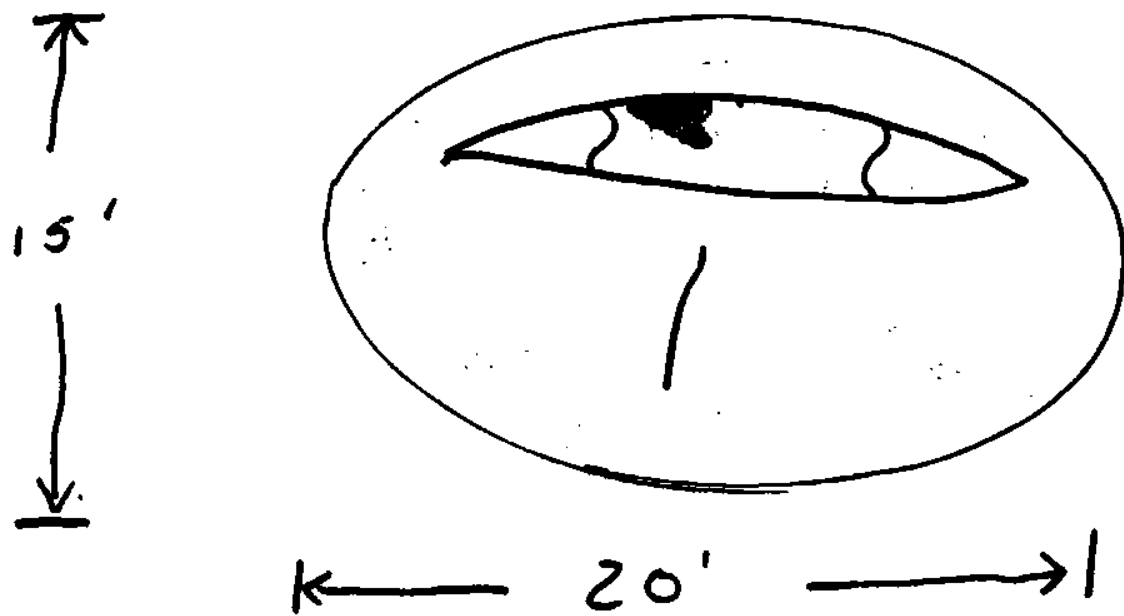
I put a call through to this dept. July 29, 1981 and spoke to a Lt. DePugh. He could not locate a report on the incident but promised to leave a note for the Watch Commander for the 11 to 7 shift to determine who the deputy was that responded to the call and have him call me collect.

The LT. also stated that they have several numbers to call in UFO reports to - he thought that the one was in Washington State or Oregon. He also said that they might have had the CUFOS hotline number but did not know for certain.



This is the way it appeared AS I First  
Saw it.

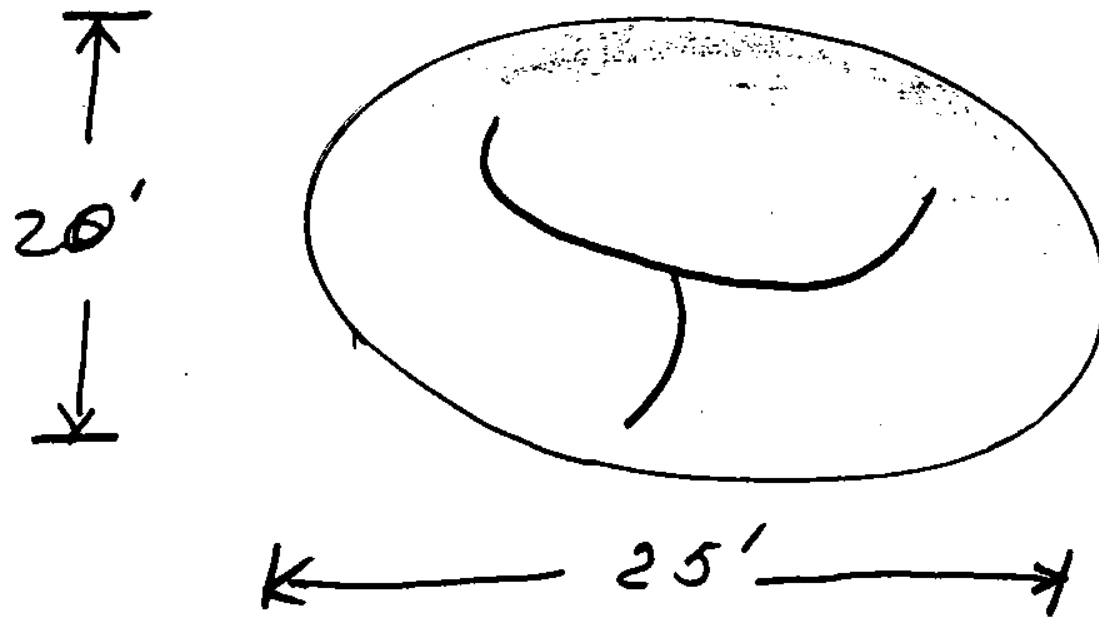




AT THIS POINT IT APPEARED TO BE  
APPR. 15' X 20'

1/2 mile

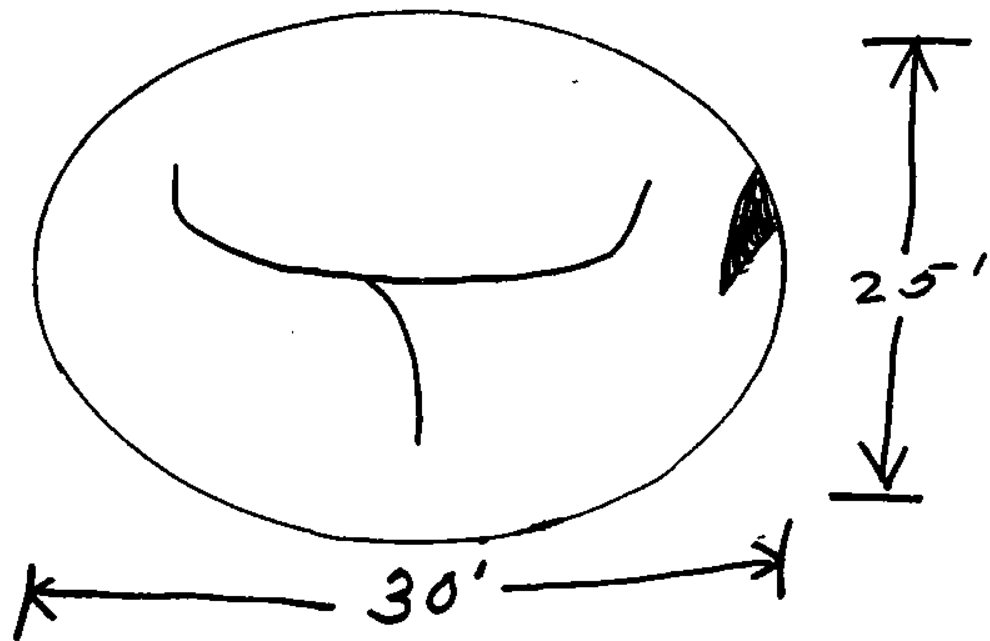
1 mi



AT THIS POINT it Looked Larger  
I would say 20' x 25'

350 yds

2M



The Final Look And At its Closest point  
The Size Looked To be 25' x 30'

250 yds

3rd

# Reports of UFOs hover after 3 Muscatine sightings

By WILLIAM RYBERG

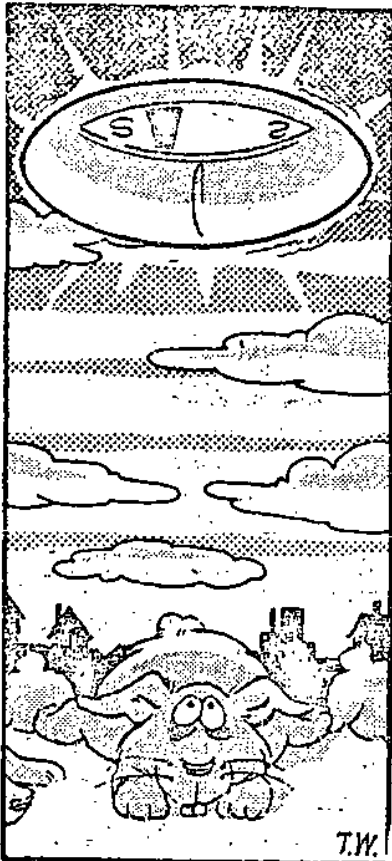
Of The Register's Des Moines Bureau

Alan Wagner, a toll-taker on the Norbert F. Beckey Bridge in Muscatine, was getting ready to feed wild rabbits early one morning in July when he noticed something strange.

The rabbits, who usually ran away when humans come around, were stretched out flat on the cement pavement.

That's when he noticed a strange object hovering over the treetops on the Illinois side of the Mississippi River.

Wagner is one of three persons who



reported seeing unidentified flying objects in Muscatine on three consecutive nights in July.

Barbara Schutte, 29, of Wever, a volunteer field investigator for the Center for UFO Studies in Evanston, Ill., a privately funded center that investigates UFO sightings nationwide, said, "It's the best [sighting] the center has had for quite a while. The UFO scene has been rather quiet lately."

Schutte said Wagner described the UFO as an egg-shaped object that gave off an orange glow and had a yellow interior light.

The object moved to within about 250 yards of Wagner, and he estimated that it was about 30 feet wide and about 25 feet tall, Schutte said. The object flew at an altitude of about 350 feet, but shot straight up to about 500 feet to cross the top of the bridge. Then it descended toward the water, veering off toward the west before it disappeared from view, Schutte said.

### Whizzing Noise

Wagner reported the sighting to police, but a policeman reported no sign of the object. Later, however, the officer reported hearing a whizzing sound as he patrolled about a block from the station, according to his written report.

Shortly before the sighting, said Schutte, a power outage was reported on Muscatine's south side and she planned to check to see if there could be any connection. Electrical outages sometimes are associated with UFO sightings, she said.

Clyde Bowen, manager of the Muscatine Power and Water Co., said an outage of less than one minute occurred in an area south of Muscatine at 2:04 a.m. July 22. But, said Bowen, the cause is known: A raccoon got into some electrical equipment, temporarily shorting out a circuit. The animal was killed.

Toll-taker Wagner could not be reached for comment about the sighting, and Schutte said he has asked that his name not be used in accounts of the sighting.

"He's been pretty well harassed today with phone calls from various newspapers, television stations and what not," she said.

The sighting was mentioned on national television earlier this week on the NBC television program, "Tomorrow Coast to Coast." Host Tom Snyder interviewed Dr. J. Allen Hynek, director of the Center for UFO Studies, who mentioned the Muscatine sighting.

### First Sighting

Schutte said the first Muscatine sighting occurred at 12:07 a.m. July 21, when two young men were riding in a car near the river. A police report showed that the sighting was reported by Randy Reynolds of Muscatine.

The third sighting occurred about 1 a.m. July 23, but the caller refused to give his name.

"This person described it as an orange object, round in the front [and] tapered toward the back," Schutte said, adding that the caller reported seeing it on the east side of town not far from the river.

The object in the July 21 sighting was described as a "large orange disc that changed shapes." The object was seen over the riverfront and "disappeared from their sight at one time and reappeared close to the bridge," Schutte said.

Schutte, a licensed practical nurse, became involved with the Center for UFO studies after she had a sighting of her own in 1978 at her home near Wever.

The objects she saw were "three huge red lights at approximately 1,000 feet away in a cornfield."

8-8-81 Page 1  
Joseph Brill  
228 N 12th St  
Quincy IL 62301  
DES MOINES REGISTER  
IOWA

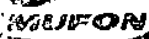
IOWA, MUSCATINE  
JULY 21, 1981  
12:07 AM

INFORMATION, DATA, COMMENTARY AND SPECULATION

BY JOHN F. SCHUESSLER  
P. O. BOX 58485  
HOUSTON, TEXAS 77058

CA  
US 0823-1981-0002

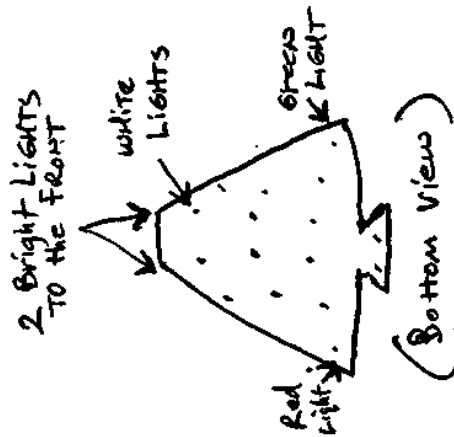
UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)



PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Wayne E. SCOTT  
STREET ADDRESS: 162 W. Spanish Moss Pl. PHONE: A/C 805 / 484-5757  
TOWN/CITY: Camarillo STATE: Ca. ZIP CODE: 93010 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?

See Supplement I

(Continue narrative on reverse side)

PLACE OF SIGHTING

California Ventura nr. Malibu USA  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

SIGHTING TIME

12:30 PM ( ) AM  ZONE: PDST  
DURATION: 10 SEC ( ) MIN  HRS ( )

DATE OF SIGHTING

23 Aug 1981  
DAY MONTH YEAR



ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER
VIEWED THROUGH: (GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( ) MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER None-eyes only
AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )
AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS (X) MOUNTAINS (X) RIVER ( ) POND ( ) LAKE ( ) ocean
AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER None
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 NW LAST SEEN IN SE IT MOVED FROM NW TO SE
UFO ELEVATION: (FIRST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER
UFO DISTANCE: WHEN CLOSEST TO ME overhead UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 2200'
UFO PASSED: (IN-FRONT-OF WHICH WAS IN DISTANCE FROM THE WITNESS
BEHIND S.M. Mountains WHICH WAS 1/2 mile IN DISTANCE FROM THE WITNESS
ALSO IN AREA: AIRPLANE ( ) HELICOPTER ( ) BALLOON ( ) SEARCHLIGHT ( ) OTHER None
Object was the approximate size of an F4 jet. Big as 50¢ coin

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT (X) NUMBER OF one SHAPE OF triangle COLOR(s) too dark
DESCRIBE: SOUND very slight SMELL None SPEED 50-100mph
REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW
APPARENT SIZE: (HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?
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? (X) AFFECT RADIO/TV? ( ) FLUTTER? ( )
TURN ABRUPTLY? ( ) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )
FALL LIKE A LEAF? ( ) ASCEND? (X) AFFECT MAGNETISM? ( ) BLINK? (X)
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? (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? ( )

FOR MUFON USE
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION: Cal State U.-Long Beach
DEGREE: BA MAJOR: Journalism
SPECIAL TRAINING: none
VISION: 20/20 COLORBLIND? No EYEGLASSES? No
HEARING: GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )
HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: John S. Muench AGE: 31
STREET: P.O. Box 2678 (805) 488-4111
TOWN/CITY: Oxnard, Ca. PHONE: (WOPR)
PROVINCE: USA
OCCUPATION: Ranger-Leo Carrillo St. Beach
EMPLOYED BY: state of California

HOW MANY OTHER WITNESSES? 4 DID ANY OTHER AGENCY CONTACT YOU? no

John S. Muench SIGNATURE OF OBSERVER

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN. YOU MAY (X) MAY NOT ( ) USE MY NAME

\* Possible affect in distant city at same time frame DATE THIS FORM SIGNED

Supplement I

Personal Account

Questions 1 & 2 are answered in attached transcript of the cassette tape.

3. What did you think the object was when you first noticed it?

(When I) first noticed it it was going up and it looked like it had two bright lights and a green and red landing light. And I considered a helicopter or some type of aircraft that could ascend vertically.

4. Describe your reactions and actions, during and after sighting and object.

My actions?

Well, how did you feel?

I was looking at it (object) being skeptical since other ranger (Kathy D.) reported it as a UFO with alot of light illuminating the water. And I wasn't able to see it until it climbed above the tree line (trees on the ranger station) and it was from my vantage point. So I continued to watch it and it began coming towards us (John Muench & Dave Wilson) and I forget the direction (southeasterly) and I just continued to watch it. As it went by overhead, I noticed that it was going too slow for a normal aircraft. They (it?) had more lights than a normal aircraft. But it did look, the dim outline that I could see, did appear to be an aircraft type that would be a swept wing jet of some type, where there weren't wings sticking out, but they were swept back into the body.

Your reactions during and after the sighting, how did you feel?

How did I feel? We joked about it and we felt it was important enough to tell somebody. That's why we called the navy (Pt. Mugu, approximately five miles north of ranger station, 40,000 Pacific Coast Hiway) to find out if they were aware of it, to see if it was one of their jets. I didn't believe it was a UFO or something extra-terrestrial. I figured it was probably a secret plane that the armed forces had developed or something.

5. Describe the object and its actions.

O.K., it rose vertically about an eighth of a mile (approximately 700 feet). Then it slowly flew over us probably between 50 and 100 miles an hour. And it made very little noise at all --if any noise at all, it was a low humming rather than a jet type of a noise.

6. How did you lose sight of the object?

It went over the mountains.

Over the Santa Monica Mountains (located behind ranger station)

Yes.



Malibu Ca. sighting of Aug. 23, 1981 by rangers John Muench and David Wilson.

WS: Wayne Scott

JM: John Muench

DW: David Wilson

Tape transcript of conversation.

WS: This is Sep. 14, 1981, John Muench is relating his sighting of Aug. 23, 1981, at approximately 12:30a.m.

JM: I was called initially by Cathy Dolinar who said she spotted a strange light over the Pacific Ocean near the Ventura, Los Angeles county line. She said it appeared to be hovering over the ocean approximately 100 yards off the water and was illuminating-

WS: That's in height(100 yards), about 300 feet off the water?

JM: Yes, and it was illuminating the whole ocean. She said, you really have to go and see this. So, I walked outside-first I made a joke about it(to David Wilson?)-I walked outside and didn't see anything at first. I couldn't see it from my vantage point. Then I saw what appeared to be two very bright headlights, like a car or aircraft, and they(?) were several planets alined that was in that direction-the Jupiter, I believe, Saturn, Venus, I think. So anyway, it was traveling slowly up in a vertical direction. It stopped then it started coming in our direction which is towards Los Angeles-from the ocean to Los Angeles.

WS: That's about a southeasterly course I believe.

JM: Yeah, and it flew right over us and appeared that it flew about a quarter of a mile above us, an eighth of a mile to a quarter of a mile above us. It looked like it was probably as large as this office-about 50 feet.

WS: In other words the size of a house would you say?

JM: Size of a house.

WS: How far was it initially from the deputy, lady (ranger Dolénar) that first sighted it?

JM: She first sighted it about a mile away. Actually about a mile and a half because it was out in (over) the ocean.

WS: And it was about 300 feet above the ocean?

JM: That is what she estimated. --She said it hovered there for about five minutes then it went straight up and it came slowly over this building and at that time me and Dave Wilson who was working that evening and the dispatcher all came out and we looked up and we watched it fly right over us. It didn't make any sound or if there was any sound at all we heard a very low humming, there was no sound of an aircraft and that was strange. It did have a green and red landing light on either side.

WS: Green and red?

JM: Green and red and that made me think that it was probably a jet or something, but the way it was acting was really unusual, we watched it go over us and as it went over us it had more than enough lights, more than a normal plane would have. It had about 20 or 25 little lights on the bottom most of them were white lights. It had a flat nose and a kind of triangular shape to its flat nose then front and triangular shape and then it did look like it had some kind of tail.

WS: Did it dovetail in or-?

JM: No it didn't dovetail, it seemed to go straight across

WS: This was at the "Leo Carrillo State Park" complex in Southern California?

JM: Yes.

(JM draws object)

JM: Did I talk about the lights on the tape(recorder)?

WS: It was underneath you said. It was in a circle?

JM: There was 20 to 25 lights---some of them were flashing it seemed to me.

WS: Were they in line, circular, in rows, or in--?

JM: Some of them appeared that they may have been in line but most of them were just there, there were alot of lights it seems. It also was flying very slowly-it was not flying like you would see a normal jet fly over or even a plane.

WS: How fast would you say it was going approximately if you had to judge?

JM: I would say under 100 miles an hour probably 50 mph.

WS: That is probably stalling speed on some jets.

JM: I was really going slow and that was unusual.

WS: Was there alot of wind that night that could have blotted out the sound?

JM: There was no wind at all. It was a calm night. We thought it was a special plane or something from navy or since we are by a navy base(Pt. Mugu). So we called them.(Pt. Mugu) We asked them if they knew anything about about it and they gave us your number it was none of ours.

WS: Our number? Where'd you call?

JM: I called Seattle.

WS: It was a low humming that you heard?

JM: Yeah, it was a low humming sound that I heard. It was barely audible. You had to try and hear it. It wasn't the sound of a normal jet.

WS: The time you sighted it at this address(40,000 Pacific Coast Highway), the time you sighted it and time it went behind the Santa Monica mountains it was approximately ten minutes?

JM: Yes.

WS: This is Dave Wilson the witness to the sighting at Malibu at the Leo Carrillo Park, 23 Aug. 1981.

DW: We received a call from one of the field units that something was illuminating the water just northwest of our location and John and I went outside and looked in that direction and indeed there was a what appeared to a craft of some sort moving in our direction but moving at a slow rate of speed. I couldn't say it was illuminating the water as had been indicated on the radio transmission, but it did move a slow rate of speed-I would estimate that we were out in front of the office looking at this craft for about 5 minutes and as it traversed across the air way overhead we watched it and tried to silhouette the light pattern to get some shape out of it and there were a dozen lights.

WS: On the bottom?

DW: --silhouetting the craft of some sort, you couldn't completely get a good picture of what it was.

WS: Were some of the lights blinking?

DW: Yes.

WS: Were they in a line, a circle, a row, how were they?

DW: The craft looked like it had a possible fan fail on it(?) wider at the beam than up front. The ends and the two middle lights, I believe, were blinking greens and reds but that I could recollect.

WS: What they would call running lights?

DW: (That's) what I thought but I can't--not having seen the craft in daylight--I couldn't tell you what it was. As far as whether they were running lights, that could have been running lights. Then it continued its line 'till it disappeared over the mountains.

WS: Do you have a map that might show where it might have gone as far as toward Los Angeles from here---map of the area?

DW: Probably.

WS: Did you say you heard the humming yourself?

DW: I virtually didn't hear much of anything which I couldn't understand or justify. Normally a craft of any type has some type of sound, even a prop plane and I wasn't hearing anything.

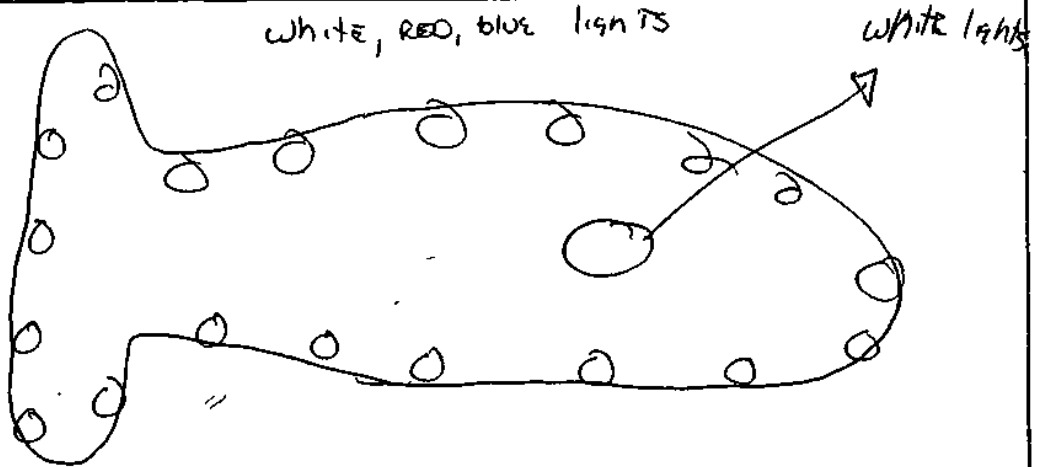


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Wayne E. SCOTT  
STREET ADDRESS: 162 W. Spanish Moss Pl. PHONE: A/C 805 /484 5757  
TOWN/CITY: Camarillo STATE: Ca. ZIP CODE 93010 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

California STATE/PROVINCE  
Los Angeles nr Malibu CITY/TOWN  
USA COUNTRY

SIGHTING TIME

12:30 PM ( ) AM (X) ZONE: PDST  
DURATION: 10 SEC ( ) MIN (X) HRS ( )  
or more

DATE OF SIGHTING

23 DAY  
AUG MONTH  
1981 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?

See Supplement I

(Continue narrative on reverse side)



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER ( )
VIEWED THROUGH: ( GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )
MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER eyes only
AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )
AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS (X) MOUNTAINS (X) RIVER ( ) POND ( ) LAKE ( ) OCEAN
AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER None
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 NW LAST SEEN IN SE IT MOVED FROM NW TO SW
UFO ELEVATION: ( FIRST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER
LAST SEEN - 1/4 ( ) 1/2 (X) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER
UFO DISTANCE: WHEN CLOSEST TO ME One mile UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 1000' overhead
UFO PASSED: ( IN-FRONT-OF WHICH WAS IN DISTANCE FROM THE WITNESS
BEHIND Santa Monica Mts WHICH WAS 1/2 mile 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 ( X ) NUMBER OF - SHAPE OF COLOR(s)
A LIGHT (X) NUMBER OF 10-15 SHAPE OF round COLOR(s) Wh, Red, Blue
DESCRIBE: SOUND Humming SMELL None SPEED 5-10 mph
REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW Big as
BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER a B-52
APPARENT SIZE: ( HOW MANY TIMES LARGER ( ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW?
Doesn't know TIMES THE SIZE OF A STAR Three 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? (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? (X)
CHANGE SHAPE? ( ) LAND ON GROUND? ( ) AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )
CAST SHADOW? ( ) LAND IN WATER? ( ) AFFECT ANIMAL? ( ) HAVE OUTLINE? (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? ( )

FOR MUFON USE
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION: 12 years
DEGREE: HS diploma MAJOR: Attending Ventura City College
SPECIAL TRAINING: None
VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )
HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )
HEALTH: DURING SIGHTING? good AFTER? good

WITNESS' NAME: Mike McAdams AGE: 19
STREET: P. O. BOX 2678
TOWN/CITY: Oxnard, Ca. (805) 488 4111
PROVINCE: USA
OCCUPATION: Maintenance
EMPLOYED BY: State of California

HOW MANY OTHER WITNESSES? 3 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.

Mike McAdams

SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED

DATE MONTH YEAR

WS: Wayne Scott  
MM: Mike McAdams

Mike McAdams relating his views on the contact of 23  
August 1981 approximately 12:30 am.

WS: Mike, where were you and what were you doing at the  
time?

MM: Riding along with the Ranger (Kathleen Dolinar),  
patrolling North Beach.

WS: When did you first notice the object?

MM: When we first came down the hill.

WS: What made you notice it, was it the lights?

MM: The lights.

WS: How far up do you think it was?

MM: About 300 yards.

WS: 300 yards, which is about 10000 feet. How far out would  
you say it was --your own opinion?

MM: Out to sea?

WS: Out from the beach?

MM: half a mile, a mile.

WS: What did you think the object was when you first noticed it?

MM: A new navy jet hover(s) (craft?)

WS: (I was trying to clarify if the object was a hovering  
craft) --Describe your reactions and reactions, during  
and after sighting of the object?

MM: I didn't know what it was.

WS: Did you feel anything after? ...exited?

MM: No.



WS: Can you describe the object and its actions, in your own opinion?

MM: Sat out at sea for awhile. Just sat there and hovered. We just sat there and watched it then it came over.

WS: Did it ascend or descend at all?

MM: No, it just sat there--hovering.

WS: You did call the attention of Dave Wilson and John Muench to this? (Main Ranger Station)

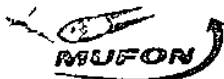
MM: Kathy did.

WS: How did you lose sight of the object?

MM: How? It went over us and took off.

WS: Was it last seen over the mountains?

MM: The way we were sitting (in the car) it went over the trees.



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

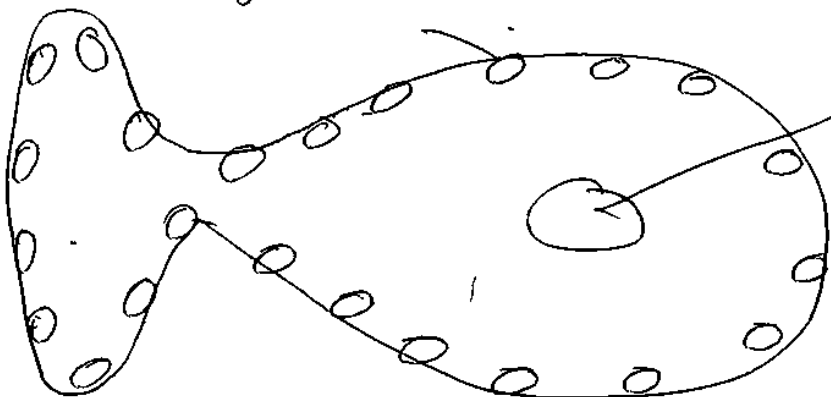
NAME OF INVESTIGATOR Wayne E. SCOTT  
STREET ADDRESS: 162 W. Spanish Moss Pl. PHONE A/C 805 / 484 5757  
TOWN/CITY Camarillo STATE: Ca. ZIP CODE 93010 COUNTRY USA

PLACE OF SIGHTING

California Los Angeles, nr Malibu USA  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

lights white, blue, red



LARGE WHITE SPOTLIGHT

(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

12:30 PM ( ) AM (X) ZONE PDST  
DURATION 10 SEC ( ) MIN (X) HRS ( )  
or more

DATE OF SIGHTING

23 DAY AUG MONTH 1981 YEAR

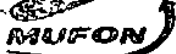
PERSONAL ACCOUNT

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?

See Supplement I

(Continue narrative on reverse side)



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 6.5 years (college)

DEGREE: BA/MS MAJOR: Sociology

SPECIAL TRAINING: none

VISION: good COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? good AFTER? good

WITNESS' NAME: Kathleen DOLINAR AGE: 26

STREET: P.O. BOX 2678

TOWN/CITY: Oxnard, Ca. PHONE: (805) 488 4111

PROVINCE: na COUNTRY: USA

OCCUPATION: Ranger - Leo Carrillo St. Beach

EMPLOYED BY: State of California

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 eyes only )

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL  INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )

AREA/TERRAIN: FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS  RIVER ( ) POND ( ) LAKE ( ) OCEAN

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 NW LAST SEEN IN SE IT MOVED FROM NW TO SE

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 1/2 mile UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 1000'

UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
( BEHIND Santa Monica Mts WHICH WAS 1/2 mile 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 \_\_\_\_\_ SHAPE OF halibut COLOR(s) could not distinguish  
( A LIGHT ( ) NUMBER OF Many SHAPE OF round COLOR(s) wh, Blue, Red

DESCRIBE: SOUND low humming SMELL \_\_\_\_\_ SPEED 5-10 mph

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 doesn't know 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? 3 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.

Kathleen Dolinar

SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED \_\_\_\_\_

WS: Wayne Scott  
KD: Kathleen Dolinar

September 24, 1981, Kathleen Dolinar relating her experience (sighting) on the morning of the 23rd of August (1981) 12:30am, (at North Beach, Leo Carrillo State Beach, near Malibu, Ca.)

WS: Where were you and what were you doing at the time?

KD: Patrolling the North Beach area of Leo Carrillo State  
BB Beach.

WS: What made you first notice the object?

KD: It lit up the whole ocean.

WS: How high up was it, approximately?

KD: About 300 yards (approximately 1000 ft.)

WS: Was it hovering?

KD: It staid still for about ten minutes, about a hundred yards off the coast. Sat there for ten minutes and then it went over - (inaudible)

WS: When you say it went over us --you were at the north Beach when it went over you?

KD: (nodding in the affirmative)

WS: And you also notified the main office (Ranger Station-40,000 Pacific Coast Hiway)

KD: Yes, they went out--

WS: It ~~hovered~~ (this should have been it flew) over them and reached you just after. Did you hear any noise?

KD: Yeah--low humming noise.

WS: What did you think it was at first?

KD: I didn't know.

WS: Had no idea?

KD: No:

WS: Describe your reactions and actions, during after sighting the object. What was your reaction to it?

KD: (I) asked the person with me (Mike McAdams) to look at it. And we sat and watched it for about ten minutes. Then I called (by radio) up our office to go outside and look at it, ---thinking it was a UFO.

WS: How fast do you think it was going, approximately?

KD: Slow. Under five miles an hour.

WS: Under five miles an hour? Where did you lose sight of it?

KD: After it went over the top of us.

WS: Did it go over the Santa Monica Mountains?

KD: I don't know. It went over the top of us when we were sitting in the car. So we didn't see it (disappear).

## MALIBU SIGHTING

The Malibu sighting of Aug. 23, 1981 at approximately 12:30a.m., by Ranger Kathleen Dolinar and witnessed by rangers John Muench, Dave Wilson and maintenance man Mike McAdams. All four are reliable especially John Muench who was highly praised by Chief Ranger Allen Oliver Jr. Mr. Oliver said Mr. Muench was very dependable and of outstanding character, Ranger Dave Wilson received praise for his dependability. Kathy Dolinar has been on the job for approximately six months and her conduct was not in question. Maintenance Supervisor B.J. Clary said only that Mike McAdams "wants to be a ranger in the worse way".

The most reliable that I can detect, is ranger John Muench. He appeared sincere and cooperative during the interview. Ranger Dave Wilson cooperated in the first interview, but he did not send me the questionnaire that I gave him. He claimed he mailed them, (last of Sep.) but so far I have not received it. Kathleen Dolinar was suppose to meet me at a prearranged location at the park, but she failed to appear. I was unable to contact maintenance man McAdams. Perhaps signing the questionnaire scared them, however, I did explain the signature was needed for permission to use their name in future publications.

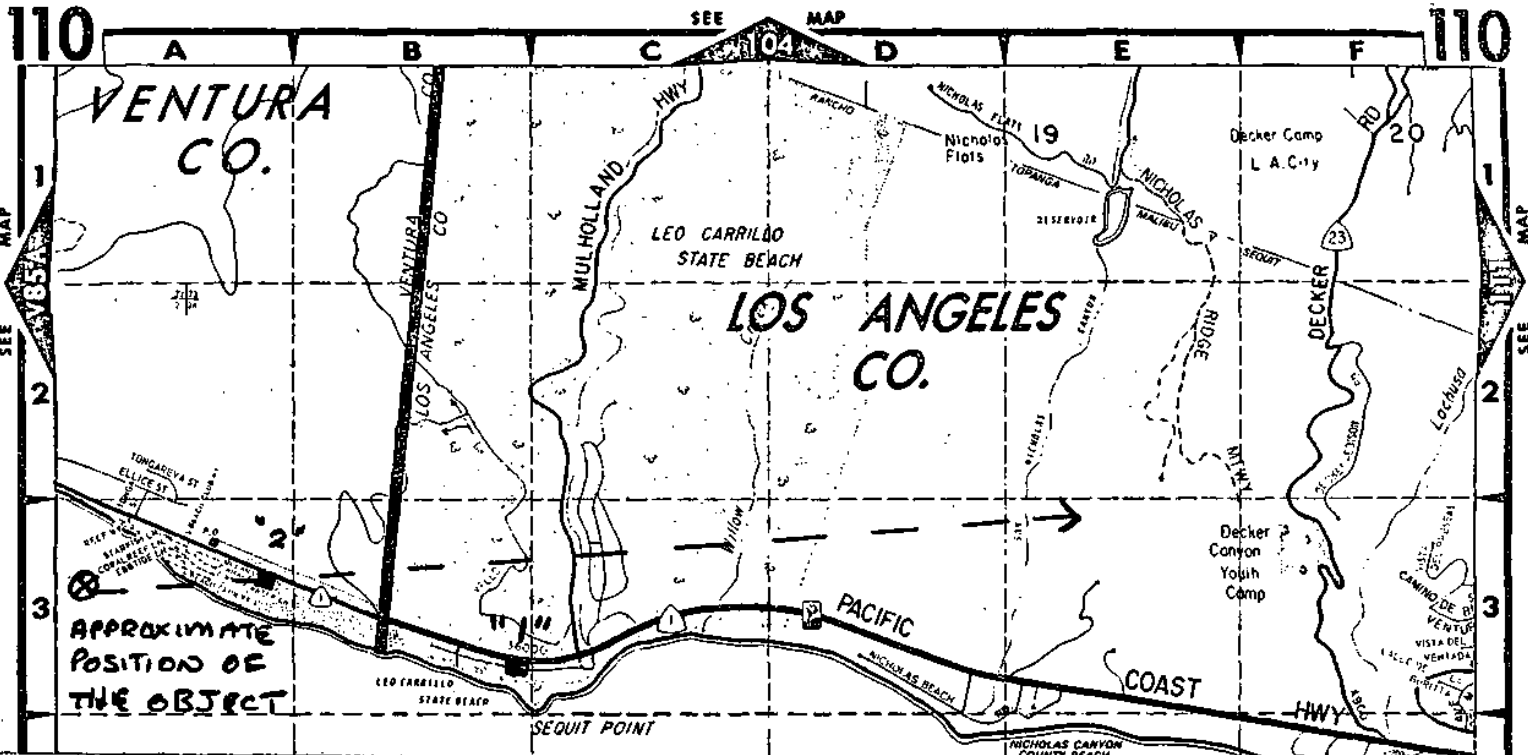
I checked the following areas on the sighting:

1. Checked with the Malibu sheriff's station concerning phone calls received on sighting. No calls were received concerning object.
2. Questioned the Malibu Times newspaper if they had received any reports on the contact. No reports were received.

3. Contacted the Pt. Mugu Range Control Officer about possible radar contact on the object. I was given a negative reply(although there was a lengthy silence after I asked the question).
4. The nearest radio station is on University of Pepperdine campus and they were not operating at the time of sighting. There are no television stations in or about the town of Malibu.
5. Contrary to what Ranger John Muench had said, there were no planets in sight at the time of sighting according to the Farmer's Almanac(I believe I read it correctly!). The moon was in the last quarter.
6. Called the Goodyear blimp office in Carson, California and they stated they were on the ground at the time of sighting.
7. I questioned five people at random who lived within one mile of the sighting and none of five had seen or heard anything concerning the sighting.

With the information I received in this investigation, I would consider this sighting unknown or a possible experimental aircraft from Pt. Mugu. However, I would doubt if the Navy would take a chance and permit a classified experimental aircraft to fly inland with the possibility of an accident. A hoax is possible especially with rangers who become bored on a quiet shift. Obviously their jobs would be in jeopardy if this was the case. Too, all of my interviews with the rangers and the maintenance man was at the state park and I was allowed the freedom of these interviews on state (tax paper!!!) time.

110

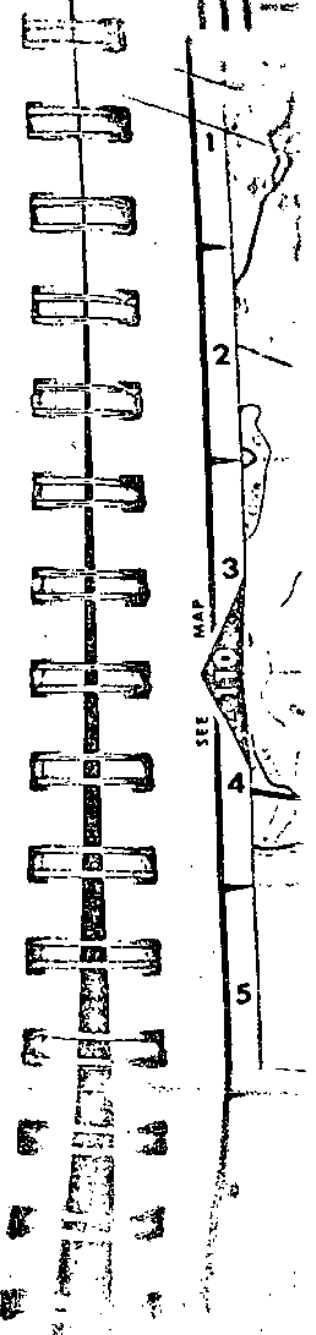


APPROXIMATE  
POSITION OF  
THE OBJECT

ONE INCH = 2,800 FT.  
(PHOTO COPY OF THOMAS  
BROS. MAPS (1980 ED))

- "1": APPROXIMATE POSITION OF RANGER & MAINTENANCE MAN AT THE TIME OF INITIAL SIGHTING.
- "2": APPROXIMATE POSITION OF JOHN MUENCH AND OTHER RANGER AT THE TIME OF SIGHTING

111





Wayne E. Scott M3/82  
162 W. Spanish Moss Pl.  
Camarillo, CA 93010

# THE MUFON UFO JOURNAL

NUMBER 164

OCTOBER 1981

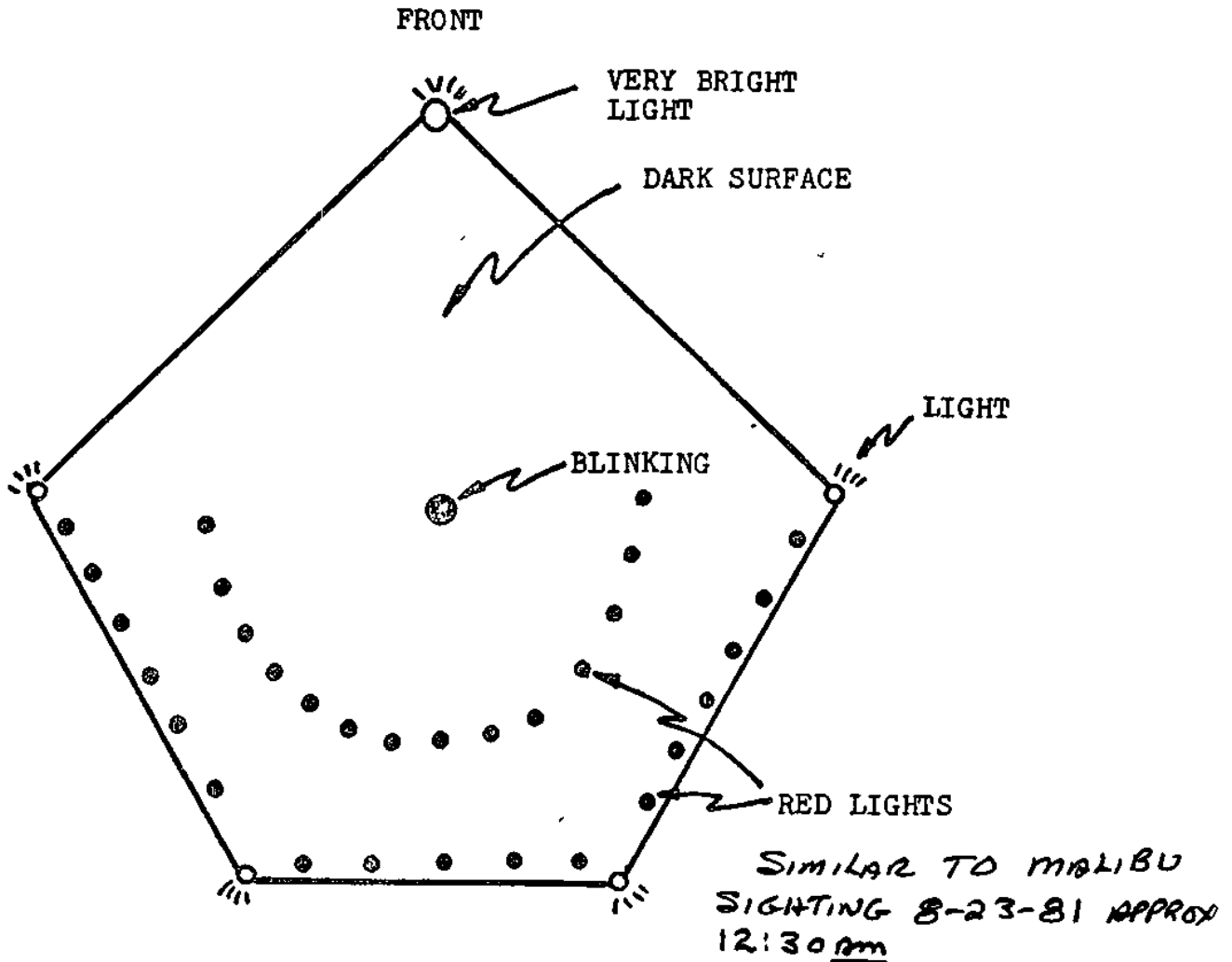
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OFFICIAL PUBLICATION OF



MUTUAL UFO NETWORK, INC.



**MISSOURI CITY, TEXAS, UFO, SEPTEMBER 1976**

**(See Story, page 10)**

# PENTAGONAL UFOs

By John F. Schuessler

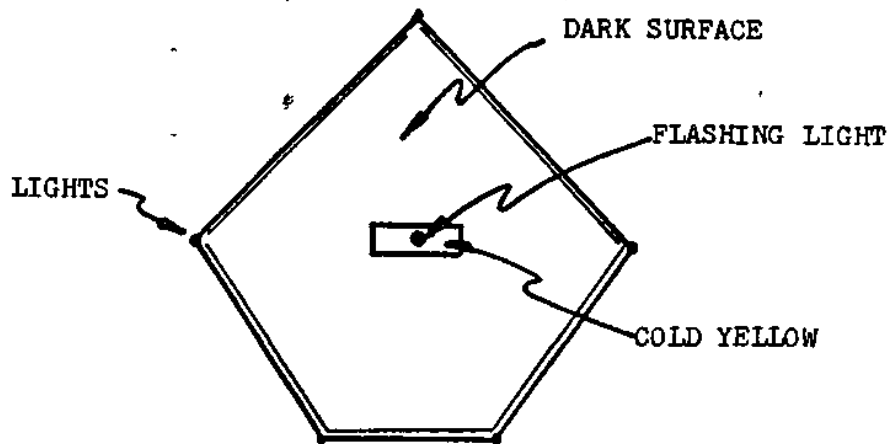
One of the more puzzling aspects of the UFO problem is the variety of shapes reported by the witnesses. Predominant are the saucer, cigar, and ball. However, since 1973, there have been an ever increasing number of triangular and diamond shaped objects and a few witnesses have reported objects with five or more sides.

Statistically, the number of reported UFOs having five sides is insignificant; but that fact has not eliminated such sightings. The offsetting factors are the high strangeness of the incident and the high reliability of the witness.

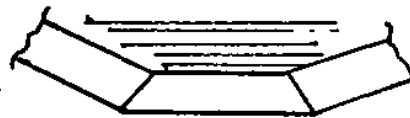
Two separate reports from near the city of Houston, Texas, bring the pentagonal UFO problem into focus. Interestingly, both of the incidents took place to the southwest of Houston, and were separated in time by only 9 months.

The first incident was reported to MUFON State Section Director Dave Kissinger by an Alief, Texas, high school senior. It was December 1975 and the time was 10.30 p.m. when the young woman observed a bright flashing light approaching her home. Immediately, she ran to the window to get a better view and then went outside. The UFO was moving in a northerly direction at an estimated speed of 100-150 mph. It passed directly overhead at no more than 1,000 feet altitude. The view was spectacular as the witness watched the unusual pentagon-shaped object move along flying point forward. In her words, "... it appeared solid with a sharp outline." She described lights on the points and a flashing light in the middle of the bottom surface. As the UFO flew away she could see it was not just a flat plate, but had a definite thickness. The only sound detected was a steady hum.

Investigation of the Alief case included visits to the local airports, the Goodyear Blimp operations, and



BOTTOM VIEW



REAR VIEW

## Pentagonal UFO, Alief, Texas, December 1975

advertising airplane businesses. No explanation for the sighting was found.

A similar incident occurred during September 1976 when a Missouri City, Texas, oil company executive and his son saw a pentagon-shaped UFO. It was first observed as a steady bright light hovering about one mile to the southwest of the observers' home. After a couple of minutes the object seemed to rise upward and come toward them, flying directly over their heads. Because their home is located on a golf course, they had a wide open area for viewing the strange sight. Their initial reaction was to accept the possibility the object was a star. Once it started to move they revised the identification to helicopter, and finally to aircraft. However, as the UFO went overhead

they could see only a crisply outlined pentagon shape — no wings, tail, or engines.

Each point of the pentagon contained a steady white light. A blinking light marked the center of the bottom and 30 to 50 red lights ringed the edge and bottom of the vehicle. Once the UFO began to move it was overhead and out of sight in about 30 seconds. The witnesses estimated the speed to be 200 mph at an altitude of 1,500 feet. The only sound was a "whoosh" like a jet engine that had been throttled back.

At first only the bright light on the point could be seen. As the object approached, other lights came into view and as it went overhead the total lighting pattern was visible. Then as it

*(continued on next page)*

## Pentagonal, Continued

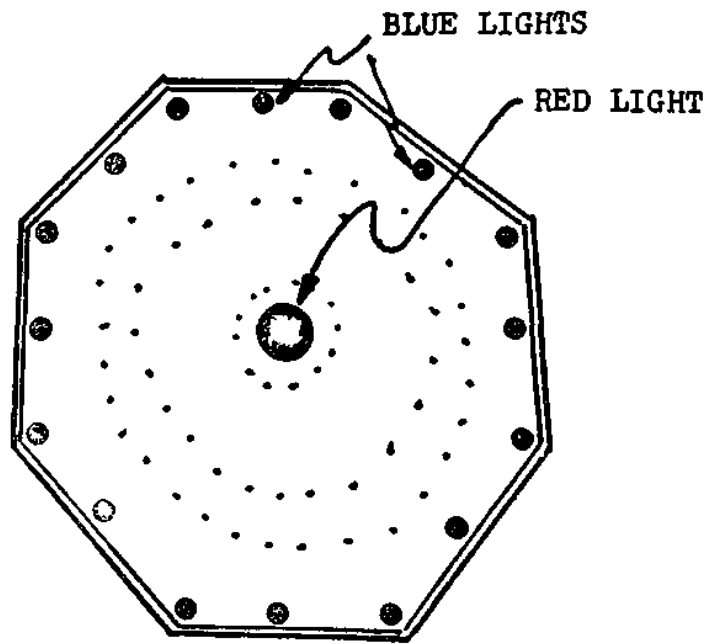
flew away only the two aft point lights could be seen. Although the witnesses were still skeptical, they notified the Mutual UFO Network.

Pentagon-shaped UFOs have been noted in other parts of the world as well. On July 1, 1979, one was sighted over Vigo and Puertos de Morrazo, Spain. A greenish-yellow light emanated from the middle of the bottom surface. Hundreds of people in both cities observed the strange sight. In addition, the crew of a DC-10 airplane flying over the area spotted the same UFO below their aircraft and about 12 miles away. The official explanation given was the American Skylab satellite.

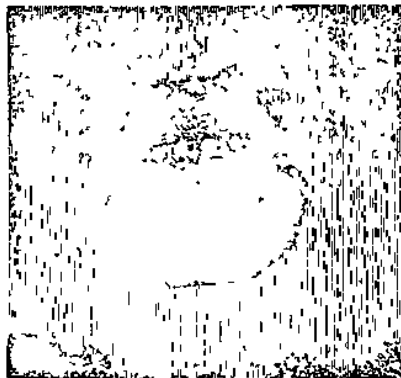
Three pentagonal UFOs were seen over West Germany on September 17, 1979. Workers at the Ingolstadt, Bavaria, Audi-NSU car manufacturing plant were the first to report the UFOs. Eyewitnesses said, "... they were very big and beamed brightly. They flew very fast and without engine noise. In doing so, they flickered yellow and red." Ten off-duty police officers watched the three objects as they flew over Ingolstadt in a north-westerly direction toward Eichstaett.

Several minutes later Eichstaett police said two of the UFOs flew on to Weissenburg, where police verified their overflight. One of the UFOs hovered at an altitude of 1,500 feet before it flew off at high speed. An Ingolstadt police spokesman said, "... the observations made by our officers are beyond any doubt." Although a nearby air base and the Munich air traffic controller were alerted to the incident, they had no explanation for the phenomenon.

A slight departure from the pentagonal shape is the octagonal UFO. According to the Watford City, North Dakota, newspaper, local citizen Barb Johnsrud and her son Kent saw an eight-sided UFO go over their house on November 2, 1978. Each witness claimed the UFO was first seen as a bright light that quickly came down from the sky like a bad storm. It passed overhead just 60 feet



Hexagonal UFO, Watford City, N. Dak., November 1978



W. Sussex, Eng. UFO, Jan. 1981

above ground and was moving quite slowly — only 25 mph. The UFO was 40 feet across, with a large red light in the middle of the bottom surface. Blue lights ringed the whole vehicle. It had no tail, nose or propellers. After the UFO disappeared to the northeast each of the witnesses made independent sketches.

The pentagonal UFOs remain a mystery. No satisfactory explanation has been found. To aid in this investigation, additional reports and data should be sent to John F. Schuessler, Mutual UFO Network, P.O. Box 58485, Houston, Texas 77058.

## 1981 SYMPOSIUM PROCEEDINGS

Theme: UFOs — The Hidden Evidence; Cambridge, Mass.

"Ufology as a Profession," by Dr. J. A. Hynek.

"What the Government Would Know About UFOs If They Read Their Own Documents," by Peter A. Gersten.

"Faith, Theory, and UFOs," by Dr. Barry H. Downing.

"UFO Abductions — The Invisible Epidemic," by Budd Hopkins.

"The Human Factor in UFO Sightings," by Dr. Ron Westrum.

"Missing Time: A Psychologist Examines the UFO Experience," by Dr. Aphrodite Clamar.

"African Encounters: Case Investigations," by Cynthia Hind.

"Close Encounters of the Second Kind: Physical Traces," by Ted R. Phillips.

"The Roswell Incident: Beginning of the Cosmic Watergate," by Stanton T. Friedman and William L. Moore.

\$11.50 including postage & handling from MUFON, 103 Oldtowne Rd., Seguin, TX 78155.

# A UFO Over Bethesda?

By Mike M. Ahlers  
Journal Staff Writer

Adm roll please  
Fade to black  
Action!

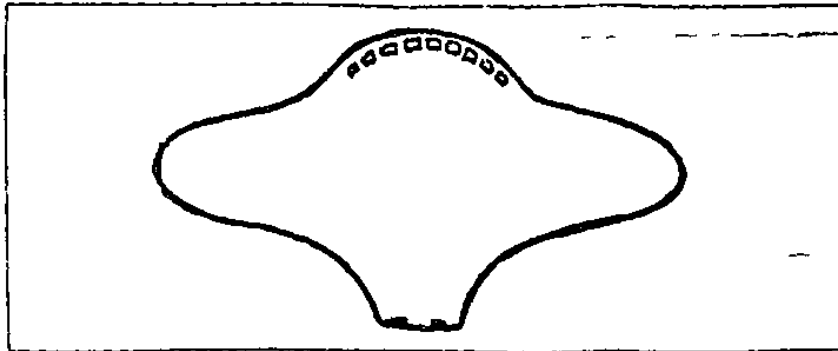
It was just a week ago Sunday when Bethesda's Martin Buxbaum — best known for his 25 years of editing Hot Shoppe's restaurant's "Table Talk" — was driving on Wilson Lane with his wife and noticed the unusual object silhouetted against the dark blue evening sky.

The object had the wingspan of a 747 but was flying low, he says. It was accented by a row of square windows in the front and two "cherry red" exhaust lights to the rear.

But most mysterious of all the object made no sound at all as it continued a straight north to south flight cutting diagonally across the path of the car, finally becoming obscured by some trees, Buxbaum said. Nor did it have port or starboard lights as required by planes flying at night.

Buxbaum, author of nine poetry books and a freelance writer whose stories have appeared in numerous publications including the *National Enquirer* had time to pull the car over by Pyle Jr High School and both he and his wife got a good look at the object, which he estimates was flying at an altitude of 1000 feet and speed of 100 mph.

He is certain that it was a UFO in that it was unidentified, it was



This is Martin Buxbaum's drawing of an object he claims to have seen flying in the skies above Bethesda one Sunday evening.

flying and it was an object. But beyond that he isn't certain what it was.

"I think it's man made," Buxbaum said. "I think it's an experimental aircraft and they're trying it out at night. For some reason they don't want it seen."

Who 'they' are is not exactly clear, but Buxbaum suggests it may have come from nearby military bases or even a private airport. Nor is it clear why "they don't want it seen."

But Buxbaum said he saw it and is hoping others will come forward with an explanation. That "would make me feel better — that I hadn't blown my cork," he said.

"Neither my wife nor I drink and our eyesight is good."

Upon returning home, Buxbaum drew a sketch of the object and began listening to the news to see if others had seen the mysterious flying object.

If anyone did see it, they haven't reported it to the police county police said yesterday. Ironically, one of the last UFO sightings in the county was reported by three Germantown district policemen who saw an object about 60 to 75 feet across and with no clear definition making quick 90 degree turns in the skies above Gaithersburg.

Nor has anyone reported the latest sighting to the Center for UFO

Studies in Evanston, Ill., a clearinghouse for UFO information. The most recent sighting in the Washington area was a March 3 sighting by an Adelphi woman. Researchers at the UFO center believe she saw a lighted advertising plane. They had no quick explanation for the Buxbaum sighting but said they would look into it.

Dr. Jay Allen Hynek, director of the center, said the center usually receives between two and four reported sightings a night "but most of them can be explained," he said.


"Only about one out of 10 are really puzzling," he said. "Every thing that glitters is not a UFO."

POSSIBLE SIMILARITY TO MALIBU SIGHTING



ED 8/66

WAYNE E. SCOTT  
162 W, SPANISH MOSS PL,  
CAMARILLO, CA 93010

Completed  
June 20, 82  


National  
UFO REPORTING CENTER  
P.O. Box 1807 Seattle, WA 98111  
Tel. 1-206-722-3000

The following report was received at our office on 8-23-81

The incident occurred on 8-23-81 at 12:30 AM \_\_\_\_\_ PM

At/Near: City Malibu State CA

Reporting Party:

Witness  
 Reporting for witness  
Name John Muench  
Address P.O. Box 2678  
City Oxnard State CA  
Zip Code 93034 Age \_\_\_\_\_  
Home phone \_\_\_\_\_

Work phone 213-457-5538

Remarks: First stationary over ocean - Then moved inland.

Description:

Shape Triangular with 2 bright lights  
Size 30'-40' diam.

Witnesses 4 Sound Humming

Distance \_\_\_\_\_ feet Altitude 1500 feet

Observed for: \_\_\_\_\_ Sec. Sec. Min. \_\_\_\_\_ hr.

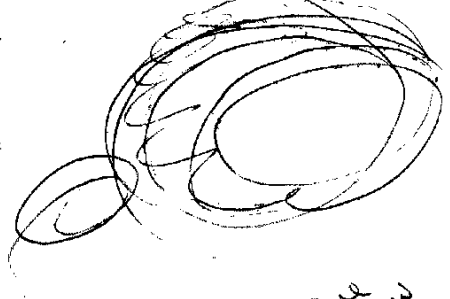
- |  |   |
|--|---|
| <input type="checkbox"/> Light form only           | <input type="checkbox"/> Landing                    |
| <input checked="" type="checkbox"/> Vehicle/Device | <input type="checkbox"/> Humanoid                   |
| <input type="checkbox"/> Animal reaction           | <input type="checkbox"/> Creature                   |
| <input type="checkbox"/> Physical trace            | <input type="checkbox"/> Time loss                  |
| <input type="checkbox"/> Psychological event       | <input type="checkbox"/> Memory loss                |
| <input type="checkbox"/> Parapsychological event   | <input checked="" type="checkbox"/> Passed overhead |
| <input type="checkbox"/> Physiological event       | <input type="checkbox"/> Maneuvered                 |
| <input type="checkbox"/> Electro-magnetic event    |   |

SHADE

this

PAPER

dc



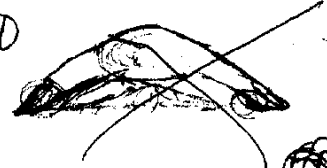
Long  
Saw this

Er  
Huge Brilliant white  
Ball

Joe  
Saw  
this

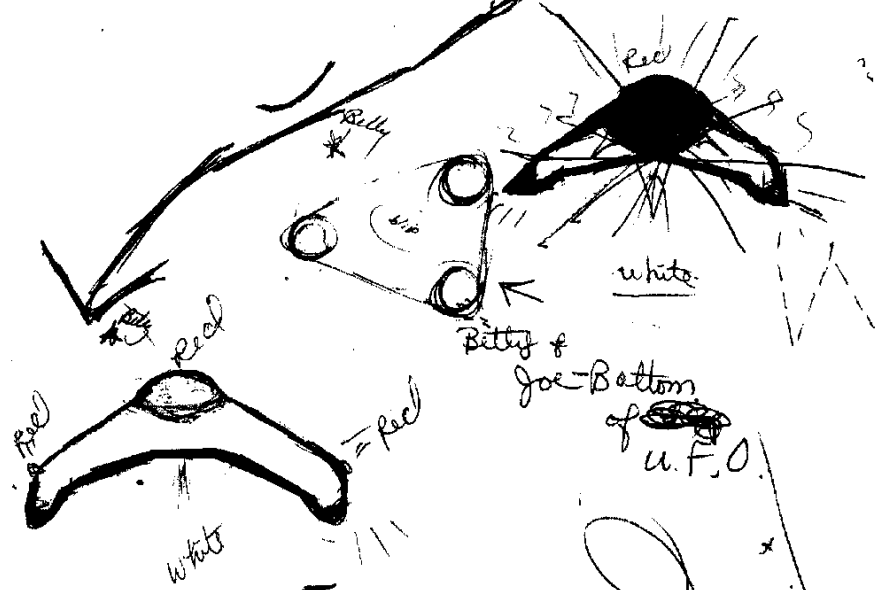
UFO  
Sightings

Between  
8:00 & 9:00

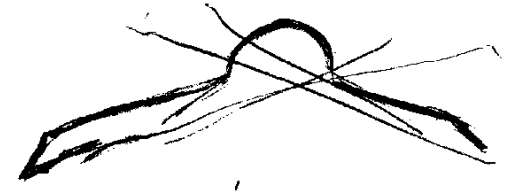
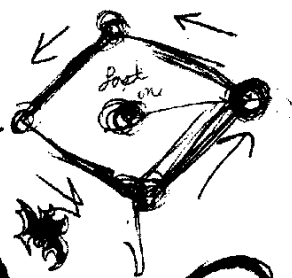


Same  
Symmetrical

would spin to  
different  
Colors



unseen



Joe  
& I  
Saw this

Monday  
9-28-81  
exceptionally  
clear!!





MI  
US 0928-1981-0003

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: DAN WRIGHT / JOANNE CHRISTENSEN  
STREET ADDRESS: 112 MARSH DR. PHONE: A/C 517/627-9497  
TOWN/CITY: GRAND LEDGE STATE: MICHIGAN ZIP CODE: 48837 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

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?

ATTACHED

(18)

(Continue narrative on reverse side)

PLACE OF SIGHTING

STATE/PROVINCE: MICHIGAN COUNTY: SHPARISE CITY/TOWN: BANCROFT COUNTRY: US

SIGHTING TIME

DATE: 8 PM ( ) AM ( ) ZONE: EST  
DURATION: 1 SEC ( ) MIN ( ) HRS

DATE OF SIGHTING

DAY: 28 MONTH: 9 YEAR: 81



FOR MINOR USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 4 YAS COLLEGE (TONY)

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: FLYING LESSONS

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? GOOD AFTER? GOOD

WITNESS' NAME: TONY & BETTY ROBERTSON AGE: 17

STREET: 11335 Reed Rd

TOWN/CITY: BANARDET PHONE: 8747 572-634-5360

PROVINCE: MIC COUNTRY: US

OCCUPATION: SKILLED TRADES - CARPENTER

EMPLOYED BY: BUICK

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(  ) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( CLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS(  ) TELESCOPE(  ) SPILL CAMERA( )  
( MOVIE CAMERA( ) THEODOLITE( ) RADAR( ) OTHER GUN TELESCOPE (4 POWER) )

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 GRAVEL PIT

SKY CONDITION: CLEAR(  ) PARTLY CLOUDY( ) OVERCAST( ) FOGGY( ) HEAVY( ) MEDIUM( ) LIGHT( )

PRECIPITATION: NONE(  ) RAIN( ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN E, SE, SW, W LAST SEEN IN SW IT MOVED FROM \_\_\_\_\_ TO VARIOUS

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 150-200 YDS OVER FIELD; UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 200 FT

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 7-10 SHAPE OF SEVERAL BOOMERANGS; COLOR(S) GRAY, BLACK, RED-WHITE  
( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_ )

DESCRIBE: SOUND WHOOOSH SMELL \_\_\_\_\_ SPEED \_\_\_\_\_

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER PLANE )

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

BRIGHTNESS: 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? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( <input checked="" type="checkbox"/> )	DESCEND? ( <input checked="" type="checkbox"/> )	AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( <input checked="" type="checkbox"/> )	AFFECT MAGNETISM? ( )	BLINK? ( )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( <input checked="" type="checkbox"/> )	PULSATE? ( )
EJECT OBJECT(S)? ( )	OVER A BUILDING? ( )	AFFECT ENGINE? ( )	APPEAR SOLID? ( )
CHANGE SHAPE? ( )	LAND ON GROUND? ( )	AFFECT VEHICLES? ( )	HAVE FUZZY EDGES? ( )
CAST SHADOW? ( )	LAND IN WATER? ( )	AFFECT ANIMAL? ( <input checked="" type="checkbox"/> )	HAVE OUTLINE? ( )
CAST LIGHT? ( )	CARRY OCCUPANTS? ( )	AFFECT HUMAN? ( <input checked="" type="checkbox"/> )	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? Yes (CUFOS)

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: [Signature]

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED \_\_\_\_\_ DAY \_\_\_\_\_ MONTH \_\_\_\_\_ YEAR \_\_\_\_\_

On Friday, October 2, 1981, I received a call from Mrs. Betty Novotny of rural Bancroft, Michigan. Mrs. Novotny had contacted the Capitol City Airport in Lansing where tower personnel referred her to MUFON. She sounded quite agitated because, as she explained, her husband Tony had emphatically instructed her not to contact anyone regarding certain anomalies which they, their nephew Joe Huffman and four others had witnessed four nights before on Monday, September 28. Concerned that she was breaking a trust, Betty nevertheless felt it was very important that an investigative authority look into the matter.

After she had briefly described the multivariuous event over the phone, we set up an appointment for Saturday. State Section Director Joe Stewart was out of town that weekend on business, and former Field Investigator JoAnne Christenson agreed to join me in conducting the interview.

We found the Novotnys to be a warm, caring family well suited to their country lifestyle. Their three small children attested to the affection and caring attention shown them. Tony Novotny is a line worker for the Flint Buick plant. At the time of the incident, he was in a leg cast and on crutches from a knee injury suffered in a softball game the summer before. For that reason, he had missed some portions of the total episode due to his inability to stay upright for long periods. Tony is a friendly, responsible, no-nonsense husband and father, a service veteran. He has had some flight instruction and is generally familiar with airplanes of all types. He has a college degree.

Betty Novotny is a very congenial young woman, a high school graduate who is a full-time housewife and mother by choice. A naturally astute and curious person, she more than her husband or nephew was to become caught up in the events of September 28, developing an intense interest in the matter, and so proceeded outside on several subsequent evenings to check for further happenings. Later in this report, her accounts of events occurring on two of those dates will be recounted.

Joe Huffman, Betty's 17-year-old nephew, had left school the year before to live with the Novotnys and tend to the chores on their small farm. He is a pleasant if reserved individual of few words. His main objective, he stated, was to establish livestock on the premises.

We were immediately impressed with the utter honesty and genuine puzzlement displayed over their experience. As Tony recounted concerning this point during the episode when he contacted a friend in Flint: "I came back inside to get on the phone because they were having an air show out here, you know? I said, 'There's something out here and we don't know what it is. In fact, there's a whole bunch of them flying all over the place! They're going kind of crazy, just buzzing around'."

To relate the events of that evening, then, the incident began a few minutes before 8:00 pm, EST when Tony's widowed mother, Mrs. Julia Novotny, was called to her livingroom window by her retarded brother, Joe Dodok, who lives with her. She noticed a few white lights moving low over a field to the south of Tony's property (a few hundred yards west of her own home). She went outside to listen for the familiar sound of helicopters, as this general area is sometimes used as a training ground for Air National Guard exercises which operate throughout the state. After a few minutes, unable to hear anything in the still, clear night, she proceeded back inside to call Tony in order to check on the nature of the lights. Thereafter, Julia soon lost interest and returned to her normal activities.

While speaking with his mother, Tony asked Betty to look outside. Doing so, she saw three or four lights moving erratically with both horizontal and vertical darting motions. She and Joe ran outside for a better view, with Tony hobbling along behind on his crutches.

The lights then moved into what was described as a formation of sorts over the nearby field some thirty degrees above the horizon, approximately 150 yards from the Novotnys' driveway. Here some confusion arises in the retelling. Using the

hours of an imaginary clock laid flat, Betty stated their positions as 10, 11, 12 and 1 o'clock and hovering at approximately the same height. Joe's first impression, by contrast, was of three lights in a rough triangle, one above the other two. And Tony, while recalling that a few others were present, concentrated on one light in particular, attempting to discern a shape around it. In any case, they stared at the motionless lights, hushing themselves to detect sounds but hearing nothing.

Suddenly, the light descended vertically, then rose again to its original height within the span of a second. Tony expressed his surprise: "That didn't seem quite right to me, especially as I didn't hear anything. Weather balloons don't move that fast; neither do any other kinds of balloons I know of. They can't descend and go back up that quickly. All of a sudden, out of the east, two more objects came in this direction (indicating southeasterly). They just kind of moved out and stood there a minute in the southeast, as this one (the brighter light originally seen) went up. Then one or two came out from the southwest, over the trees by the neighbor's house. One of them stayed right here (to the south) and I lost track of it. One of them came around in a half-horseshoe and stopped. It went up then and joined these other two and either this one or the other one kind of went up on an angle. This one and the other two took off for Detroit (i.e., to the southeast). There were so many around, I didn't pay any particular attention to one."

As explained above, soon after their arrival, one of the lights moved considerably closer, that is, in a "half-horseshoe" path, and they strained to identify the shape of its outline against the nearly black sky. They could detect that its surface was a dull grey as it first hovered from some seventy-five yards away, then dipped its forward section toward the subjects.

At this point there is again some confusion in the separate accounts of the three. Betty distinctly recalls seeing a pulsating, opaque red dome atop what she drew -- from looking straight on -- as an object with dyhedral, or bat-like, drooped wings. On each wingtip was a steady red light, while a piercing white flashing strobe was on the underside.

Meanwhile, Tony's attention had become riveted on a separate object still over the adjacent field which slowly glided into what he described as a "45-degree angle of attack". Hesitating, it then moved off in a veering manner into the southwest, revealing its underside as a round-edge triangle, or arrowhead shape. Its surface appeared to be shrouded with an inexplicable light grey shadow or fog. At or about this point also, he said, two of the remaining objects flew off to the southeast. The veering maneuver of the first ("...nice and easy; nothing abrupt at all.") and consequent revelation of its outline gripped Tony:

"As soon as I saw that outline, I knew it was something I had never seen before. That's when I really woke up. I was a skeptic, all right. I'm not saying that there is or there isn't. And it takes a lot -- Well, I'm a skeptic and I'm not going to say something that isn't true -- And what I saw...To my knowledge we don't have anything that can take off like that, especially on that angle of attack."

In relating its contours, Tony added: "What I saw, the object wasn't flat by any means. It was nice & smooth; it wasn't real boxy or real sharp. The whole thing and the shape of it to me was nice rounded edges and so on."

He believed this one had some type of dull colored lights at three corners, but added, "There was so much going on at the time, it was like seeing a herd of deer running through a field and you're trying to pick out which ones are the bucks."

Why Tony did not notice the red dome and other details on the object which ventured closer to the witnesses cannot be answered. Neither can the question of why Betty took little notice of the vehicle which Tony watched move away into the distance. Joe had already wandered out to the end of the driveway, some sixty feet

or so away. Tony told Betty to run out to join Joe there and follow the path of the object he was viewing since it had gone beyond a treeline which borders the road. But when she arrived there, it was no longer in view. (Joe said later that he did notice its angular flight into the southwest; however, his attention was also diverted.)

When Betty reached the road to accompany Joe, she observed an entirely different intruder on which his gaze was already fixed. Approximately 500 yards or so distant in the west-southwest, a "room-sized" irregular ball of light of brilliant intensity was seemingly just beyond a line of trees separating two neighboring fields. With Tony soon joining the other two, they stared at the huge light for five minutes or more while it remained motionless. It is worth noting here that none reported any twinkling or other refraction effects indicative of stars near the horizon on these cool autumn nights. Using a standard arm-length calculation, <sup>after</sup> Betty estimated that this light approximated the size of her thumbnail.

Feeling some discomfort from his knee, and anxious to call his friend Jerry Cole in Flint, Tony proceeded inside. Moments later, Betty sent Joe in as well to retrieve two rifles, each with four-power telescopes attached. He returned with them shortly, and together they attempted to peer at the light. (Note: At no time did any of the three consider shooting at any object and, by all appearances, they were never conscious of a need to defend themselves. The thought of trying to snap a photo did occur to Tony, but he quickly dismissed it for lack of anything proper in the way of equipment or film.)

When they had trained their scopes on the big light, Betty and Joe found it to be too brilliant to concentrate on, filling up the viewing area of the lenses. In the few seconds that Betty looked through hers, she thought that she noticed a left-to-right rotation in the light, with reddish-orange "tracers" (i.e., horizontal streaks) of light along the outer edge. Joe noticed only white in the few seconds before Betty's attempt. As the light hurt his eyes, he walked back down the drive to pick up on the remaining activity.

At this point, Betty for some reason felt fatigued. She followed her nephew back to their original position whereupon she spotted eight to ten more lights in a grouping high in the sky. She took these to be something other than stars as well. Something - a sound or light - diverted the attention of both and, looking directly upward, they saw one of the triangular objects pass over their house at a height of perhaps a few hundred feet. (Betty estimated one hundred, based upon how many times the house would be stacked on top of itself to reach the vehicle's height. After initially declining a guess, Joe decided that six hundred feet seemed accurate.) Lifting their rifles into place, they could ~~see~~<sup>EASILY</sup> see markings on its (unshrouded) grey undersurface. At each of its rounded corners was a depression or hole, surrounded by a ring or groove. Outside of these at the edge were blue flashing lights in the right and left rear and a red light at the front. Centered on its underside as she had noticed before, was a white flashing strobe, much sharper in its glare than the other three. Extending from the central light toward each ring was a bar-like attachment. The composition of the craft was described as lead grey. The three outer lights together with the central strobe were flashing in regular sequence thus: Front, right rear, left rear, center.

As it passed by, they heard a quiet yet distinctly audible "swoosh" akin to the sound of a large yacht or cutter moving swiftly through the water. Though their perception of size might have been distorted by means of the small scopes, they estimated it to be about the size of a small private airplane, perhaps 25-35 feet in length and 15-20 feet across the rear of the delta wings. This is the same approximation given by Tony regarding the craft which lifted up and glided away earlier.

Betty and Joe were eager to tell Tony of this latest happening and so went inside to find him still on the phone. Locating a handy shopping bag, the three began to draw sketches of what they had seen to that point from the various angles of observation.



When Tony had ended the conversation with Jerry Cole, having urged him to drive out, he grabbed a variable-power targeting scope, ranging from twenty to sixty magnitude. They all went back out and attempted to look at the bright "ball" of light to the west once again. But, as with the rifle scopes, the light proved too bright to focus on.

While outside, they noticed that a few of the objects, each displaying separate colors and configurations of lights, were cruising slowly over the few small farms in the immediate area. Forming wide arcs, they seemingly caused the dogs at each residence to bark excitedly when the vehicles passed overhead. None of the witnesses recalls hearing other animals react abnormally, though as Tony offered, "Out here, you're always hearing something."

After only a few minutes outside the second time, Tony's knee again required rest, and so he returned to the house. Betty and Joe continued to watch the odd ball of light for a few minutes longer until a jet aircraft was seen and heard coming from the east, heading westward. At that moment, the light slowly but visibly descended below the treeline and was lost from sight.

Joe stated, "Over there, it just went down and we lost interest in it."

So they returned inside at about 8:35-8:40 p.m. Apparently there was nothing over the field to the south either at this point, as neither recalled seeing any lights when they went inside. Brewing coffee, they continued making sketches of the objects from the separate angles they'd seen. When they had filled one side, there was basic agreement on each other's drawings.

At 9:15 p.m. Jerry arrived in the company of his parents, Elmer and Madelyn Cole. After offering them coffee and showing them the sketches, the six proceeded out again at 9:30 p.m.

Joe took Jerry down to the end of the driveway and found that the ball of light was once again in the same location as before, above and perhaps beyond the

treebreak five hundred yards or more in the west-southwest. They took up the larger telescope and, resting it on the family's mailbox, attempted to focus on the light. Despite using the full range from twenty to sixty power, however, they failed again to pick up anything but a white glare which immediately stung their eyes. Meanwhile, the others watched the continuing display of lights to the south, making no sense of the movements. Mrs. Cole grew frightened after a few minutes and returned to the house.

Either Joe or Jerry then noticed a different type of anomaly in the southwest, an indeterminate but lengthy distance away. This was a ring of multicolored lights - red, blue, green, yellow and white - with larger red lights above and below. Propping the tripod telescope on the Cole's auto and setting it at sixty power, they were able to see the individual lights fairly clearly, as many as a few dozen in the complete circumference, while the lights rotated from left to right. The individual lights offered a diamond appearance, the result of a gleaming effect or possibly the actual shape of each.

Within the next few minutes, the various anomalies moved off without extraordinary acceleration into the southeast and southwest in turn. Going back to the road, they discovered that the big white light was gone as well. With the end of the activity, all retreated to the house to discuss the events and refine their sketches.

#### Discussion

The Novotnys, Joe Huffman and Jerry Cole were all found to be open and cooperative in discussing the activities of September 28. Moreover, they were each contemplative in their judgments and assisted each other as much as possible in determining accuracy and the sequence of events. Overall, their veracity was beyond question.

As to a written account of what they had seen, however, only Betty Novotny

was without a fundamental distrust of how the information would be used. More precisely, we discerned a mild to inordinate reaction among the four males over the possibility of either public scrutiny or some undefined governmental reprisal if their identities were known. In the case of the elder Coles, in fact, no direct follow-up communication was attempted, at Jerry's request. And while Jerry himself was very interested in the subject of extraterrestrials, with a discriminating approach to his thinking on the matter at hand, he too has shown to be very reluctant to put his testimony into writing. At least part of this is due to the number of close as well as distant lights and objects which made up the entire experience. As Tony explained, "You hear 'UFO', you know, and you think of just one. But, hell, there was so many of them!" Their natural reluctance to be connected to any tale of an actual sighting was thus magnified by the uncommon circumstances surrounding this particular event.

Finding purpose in the events is problematic. The first question is whether the observers were intentional subjects or only accidental witnesses to the gathering.

It seems logical to suggest that the initial sighting by an older, semi-retarded and confused Joe Dodok was a matter of chance. Mrs. Julia Novotny did not hear the full extent of the incident until the following morning since she retired rather early that night. Her conclusion was that the lights were most likely from a series of helicopters conducting exercises, and not receiving word back immediately, naturally lost interest in the affair.

So the three main observers - Tony, Betty and Joe - came to encounter the objects most likely by accident. However, within the first few minutes they were approached by one of the vehicles momentarily. It tilted down as it hovered, giving Betty the impression that she was being intentionally afforded a close-up view and leaving her with the feeling of being privileged. (Note: this reaction

differs dramatically with that on a subsequent evening when she felt not like the observer, but the observed.)

Also early on, one of the crafts glided directly over the Novotny home while Betty and Joe trained their rifle scopes on its underside. This may have been an extension of the general reconnaissance effort since three or four area residences were likewise the apparent subjects of fly-overs. While it did allow for yet greater clarity and detail, the path taken by one of the vehicles over the Novotny home, then, did not necessarily make Joe and Betty the subjects of intentional surveillance.

Taken as a whole, the greater likelihood is that the witnesses to the first night of activity were merely that and not human subjects central to the visitation. Since at no time did any of the crafts near the ground, and because no pattern was detected in their movements, actual purpose is open to speculation. One point worth noting is that a few of the objects were seen arriving from the southeast and southwest, respectively, though no major population center or installation is located for a considerable distance in either direction. The only point of interest close by is a gravel pit a few miles away.

In respect to the smallish grey, triangular vehicles, mention should also be made of the fact that each apparently had a configuration of lights unique from any other. These included steady white lights at each of the three rounded corners; multicolored lights at the same corners or wingtips; an oscillating red light on the bow of one; a centered strobe light on the underside of one or more; and, of course, the pulsating deep red dome. Though each was separately identifiable, the variety of configurations together with the hectic activity in the first twenty minutes served only to confuse the witnesses. Moreover, since each of the three primary witnesses concentrated on different aspects of the whole, the initial recounting was somewhat disjointed. By means of additional interviews, most of the vagaries were able to be placed in proper sequence.

At one point after the Coles had arrived, Jerry and Joe observed one of the four or five low-flying vehicles ascend to a much greater height where it appeared to "communicate" briefly with what were taken to be several additional objects.

Reminiscent of Morse code, the particular order of light flashes emitted from the wingtips of the first was returned in kind by one of the several hovering high. After a number of such signals were given, the first returned to its original position near the Novotny property. Again, no conclusion could be drawn by the witnesses to connect this interlude with any subsequent movements, though it is noteworthy that all of the anomalies left the area soon thereafter.

The row of multi-colored "diamonds" seemingly forming a circular band as seen by Jerry and Joe gives the impression of being an entirely separate type of vehicle, if the sketch made by Joe accurately reflects the sight. The left-to-right rotation of the lights together with larger red lights above and below would suggest a disc-shaped craft, though no other evidence gives rise to such a conclusion. As no one else viewed these lights (Jerry and Joe having seen it through the large, targeting telescope) this aspect remains an open matter.

Events of October 2, 1981:

Just hours after contacting the Lansing control tower, about 8:10 p.m. on Friday, October 2, Betty Novotny answered a call from her mother-in-law, who said some sort of light was again over a field to the southwest. Julia Novotny had noticed it from her livingroom easy chair and felt an obligation to call. After telephoning, Mrs. Novotny went to her upstairs west window and watched it for a few minutes longer, then intermittently until discovering after an hour or so that it was gone. From her more distant vantage point, the light was an oversized star of white, remaining continuously in the same position to the south of its location four nights before. She noticed no other activity other than what she took to be airplanes, and she preferred to think of the light as a military vehicle despite the absence of sound or motion.

Upon answering the phone, Betty looked out a south window to see the misshapen ball of light in the southwest at treetop level, or about fifteen degrees above the horizon. She hung-up the phone, grabbed a pair of borrowed seven-power binoculars and headed outside. The light was undetermined hundreds of yards away, stationary beyond another treebreak and presumably over a cornfield.

As she peered through the binoculars Betty perceived an appendage unseen on the Monday before, a "V" or funnel shape of soft red, its brilliance self-contained, together with the plume of white above giving an overall appearance of a torch.

Betty ran inside to call her neighbor to the south, Ralph Schussler:

"I told him, 'Ralph, hurry up and run outside and look northwest and call me right back.' About a minute later he called and said, 'I can't see anything; you're just into that wine Tony's making,' or some kind of funny stuff.

"I couldn't believe that he couldn't see this, so about ten minutes passed and I said, 'I can't take this.'

"So I called Pat (Mrs. Schussler) and said, 'Pat, please run out there and tell me if you can't see in the northeast corner (from the Schussler residence) any kind of a big white ball in the sky.' She came in and Ralph again answered the phone because I had hung up, and he said, 'Well, Betty, the only thing she saw was a light, but she thought it was an airplane.' Since they had company there, they didn't want to go back out."

(The Schusslers' inability to see the brilliant light in the west continued to bother Betty. So, a few days later, she walked up the road to their driveway and looked in the appropriate direction. She then realized that a stand of trees alongside the west side of the road would effectively block their view since the light had been quite low in the sky.)

A few minutes after returning outside, Betty spotted two pairs of red and white flashing lights arriving slowly from the southeast and seemingly headed toward the ball of white light. The pairs were identically spaced red from white as if attached to objects; one set trailed the other by a considerable distance. No sound could be heard on this still clear night.

Betty then heard the sound of a jet overhead and watched as the moving lights suddenly stopped. Now all four became white steady lights, blending into the starry background (at least from her perspective). When the jet was on the western horizon, the lights returned to flashing red and white and moving westward toward the big light. When almost directly under the moon (which was high in the south-southwest), the lead pair of lights stopped and reversed its direction, putting it on a direct line with the other. Just as Betty thought they would collide, the right pair lifted up vertically, permitting the following pair to continue on its path toward the large ball of stationary light.

Betty continued to watch the lights which had reversed direction as they headed slowly and directly into the east until lost from view. She then returned her attention to the southwestern sky to find that both the other set of flashing lights and

stationary light were gone.

Betty went inside to call Jerry Cole again. He drove out from Flint but saw nothing after he arrived around 9:45 pm.



October 3, 1981 Interview and Events of October 12, 1981:

The initial interview was conducted with Betty, Tony and Joe, and separately with Julia Novotny, on the morning of Saturday, October 3. After going through the somewhat disjointed account of their experiences (each, of course, concentrating on the aspects he or she had given the most attention), we answered questions about natural and conventional objects and asked them to telephone immediately should anything further transpire. Tony was inclined to let the whole matter drop, though he remained adamant that he had witnessed something out of the ordinary:

"As far as I'm concerned, I know what I saw. They could give me a lie detector or do whatever they want and I'd still say the same thing. This is just exactly what I saw."

By contrast, Betty's excitement over the repeated episode was growing, and she offered to take a few moments on succeeding nights to look outside. We did not discourage her interest but explained the light configurations of various aircraft and cautioned all three against approaching.

\* \* \*

The following week was quite rainy and generally cloudy during the evening hours. Betty strolled outside on several occasions but saw nothing unusual. Then, at 8:45 p.m. on Monday, October 12, under a starry sky, Betty was standing in her driveway when she noticed a reddish-orange light, flashing slowly in the distance due west of her house.

"The object appeared to look as though it had a shadow or double exposure effect preceding it, if this is at all possible. The shape was circular. Actually, I couldn't see the top of the circle, just three-fourths. The top seemed to be darkened in some way. It was moving to the southwest." (Meaning in a southerly direction.)

"I noticed another light now. It came from almost due south and it's solid white, flashing on and off about every half-second. It's moving to the east now when, it seems out of nowhere, another two, red and white flashing lights, appear at a lower altitude than the first...The first object -- or strobe, we'll call it -- joins the lower two vertically while the bottom two move into a position of a triangle."

"I hear the neighbor plowing in the southeast field just below the objects. The upside-down "V" pattern moves east. They all moved in an exact triangle. They are too far now to keep track."

Betty then noticed two bright stars due west at 45° from the horizon and decided to use them as reference points. A few minutes later when a jet was heard overhead travelling west, the two stars had disappeared.

"I now noticed a solid red cone shape. The cone is heading west and it's almost over the house. It's pretty low. I'd even say three large car lengths above a standard size telephone pole. It looked to be as big as a van (and) a translucent deep...or lowkeyed...red with a slight orange hue to it...Like a lamp with a red lampshade and you get a kind of see-through effect to it... You know at airports, those windsocks? That's what the doggoned thing looked like, a windsock...The outline was pretty distinct, around the edge was dark... not the top but just the corner of the bottom of the back and the other side seemed quite dark...It was beyond the edge. I could see the absolute cone, the whole shape."

After this object had passed into the distance to the west, Betty noticed another pair of white lights coming from the east and assumed them to be the headlights of a low-flying plane. As she continued to keep an eye on them, however, they seemed to be taking too long to reach her location, as if flying very slowly.

When the lights were above but still beyond the family's barn, perhaps a quarter mile away and a hundred feet or so aloft, they stopped. At this point, whether by reason of general excitement or otherwise induced, she had a peculiar reaction to this latest intruder's silent presence:

"I kept thinking I should kneel or hide or something as this was observing me, my every thought and action. I wasn't sure if I should feel fear, humility or what. Very confusing! I then tried to hide behind a nearby tree as I didn't want to be conspicuous. This has only been about five minutes the object has hovered, then it starts moving closer slowly, so I dashed into the house to exchange the 30/30 rifle scope for binoculars to view the object better. Twenty to thirty seconds at the most elapsed when I got back to the exact spot where I tried to hide -- behind the tree."

"The object -- I'm assuming this is the same object -- was very high up in the sky, almost directly overhead, and it sounded like a low deep rumble, or like a barrel or echoing sound." (Betty later clarified that it was quite loud and reminiscent of the sound of an earthquake in the movie of the same name.) "It wasn't really a triangle, that is, everything would have been triangular except it had - I think of one of those fish, manta rays..."

The perimeter of the object gave a scalloped appearance, with white lights at each point along the two leading edges. These blinked on and off simultaneously. Along the underside were rows of steady "fluorescent" lights, each succeeding row comprising more lights, as with bowling pins. The color spectrum was encompassed within the rows, red being at the lead point followed by orange, yellow, green, blue, indigo and violet along the rear. The individual colored lights were either rectangular or oval.

Betty stared in awe at the giant structure, judged to be much larger than any commercial jetliner. At the rear of the craft were either six or eight

contrails which dissipated in a span approximating the length of the vehicle, leaving no lasting visible vapor. Trailing the object and centered amidst the contrails was a single white strobe which flashed at one-second intervals.

In the 8-10 seconds she watched until the vehicle accelerated from view, several dogs in the area including her own howled repeatedly.

While speaking with the author after the event, about 11:00 pm, one more anomaly occurred. As she was relating the earlier events while continuing to gaze out her south window, a baseball-size, lime green light with a tail streaked over the house and faded out over the field beyond the Novotny property. Startled by this final development, Betty yelled over the phone and called out to her husband, but he was in the next room and failed to see the light.

#### Discussion

The ball of light seen in the southwest on the night of October 2 was immediately taken to be the same light observed four nights before, even though this light included a red pointed base. Moreover, Friday's reappearance was some twenty degrees south of Monday's position. A fraction of the space encompassed by the moon --which was high in the sky -- yet still far bigger than the stars in the background, she recalculated its actual size with and without binoculars and again decided it would fill the space of her dining room. Whether this was in fact the same light seen Monday is speculative.

As to the Schusslers' involvement at this point, little could be learned due to the brevity of their attempts and reticence to "get into that sort of thing". They did vouch for the Novotnys' honesty, however, and were keeping an open mind on the matter.

No shape was seen surrounding the two pairs of red and white lights which approached the larger anomaly in the southwest, though Betty's impression

was of objects rather than independent lights.

As with the September 28 episode, one is inclined to view the October 2 incident as a reconnaissance effort of some sort. Beyond such a conclusion, there are few clues as to specific purpose.

The October 12 occurrence began with what seems to have been a light or object not seen in the area on earlier nights, <sup>an</sup> incomplete sphere of flashing red-orange with some type of shadow or otherwise darkened area on the upper portion.

The silent, red conical-shaped craft that proceeded directly over the house might be attributed to direct observation of the witness, and this vehicle likewise had a shadowy area along one side.

The presence of "headlights" above the Novotny's barn and their effect on Betty's state of mind reach to the heart of the entire matter. For now not only did it appear that the subject was under direct observation, but Betty herself felt a sudden and intense response. Whereas on earlier nights she had experienced only excitement and a sense of privilege, she now was somehow awed by what should have been viewed as an anomaly of no extraordinary proportions, by comparison. Perhaps it was only a psychological reaction, a natural consequence of the totality of events welling up, which brought about her overpowering sense of insignificance in the face of what was taken to be a superior intelligence. Regardless, Betty was so affected that she actually hid behind a tree for several moments, behavior which afterward she found difficult to explain.

Whether the same or a separate object, the huge triangle of lights seen overhead a moment later offers an obvious parallel with the diminutive

triangular craft which flew directly over their home. In the several seconds it was in view, Betty noticed a fair amount of detail, including the order of colored lights on the inner portion of its underside. Only later did she realize as she recited them that the order of these rows was consistent with the color spectrum. Could these lights possibly have been essential to the operation of the vehicle? Or was this some form of communication?

Finally on this night, even as she spoke to the author by telephone, yet another apparent phenomenon presented itself, a small lime green light with a short tail that streaked over the house and "dissolved" over the neighboring field. At that moment, Betty was calmly explaining the evening's episode, looking out a window to assist her in recalling position and direction. Her immediate and forceful reaction gave even greater credence to her remarks.

A few additional concerns were given attention during the initial followup interviews with the witnesses regarding the incidents as a whole. These are as follows:

At the October 3 session with Tony, Betty and Joe, they were asked why no one had called the county sheriff's department. Tony responded, "What could they do about it?"

To verify whether military helicopters might have accounted for at least some of the more distant lights observed, the Air National Guard support unit in Grand Ledge was contacted. A public information officer there stated that, while regular flights are conducted throughout the state, no exercises were scheduled on Monday, September 28 or Monday, October 12. There were squadron flights on Friday, October 2, though Shiawassee County was not included in the flight plans. Further, the officer stated that at no time would any helicopter descend below 500 feet unless by reason of an emergency.

Five neighbors in the immediate vicinity were approached in order to

elicit any additional observations. Unfortunately, none recalled having seen or heard anything out of the ordinary. Among those contacted, only the Schusslers were very acquainted with the Novotnys, as the residences are scattered and families mind their own affairs.

With the owners' permission, a sweep of two fields (to the south and southwest) was made. As earlier mentioned, the corn in the south field belonging to the Schusslers had been harvested during the week preceding the initial incident. The tractor heard by Betty in that field on October second was in the process of plowing under the remains. A stand of corn remained in the field across the road awaiting harvest. In neither location, nevertheless, was there any evidence to indicate a landing.

Finally, some mention should be made regarding the religious convictions of Betty. While she is not obsessed with the subject, her beliefs are deeply rooted in scripture and she does read the Bible routinely. In so doing, she had developed strong notions relating to the intervention of extraterrestrials in the past. She also is inclined thereby to believe that modern day visitations are the harbinger of a second coming. These concepts are clearly shown in her own lengthy narrative enclosed\*.

Though a trust has been established with the three main witnesses as well as Tony's mother, they insist on anonymity in terms of any recounting of the events described herein. This accounts for Betty's use of fictitious names throughout her narrative.

As a postscript, reference is made to the author's January submittal concerning an enormous triangle of three orange lights seen by many individuals as it floated over portions of Ontario and Michigan on the night of September 14. Inconclusive though such a determination must be, there is

reason to suspect that this craft was the same as observed by Betty Novotny on October 12, displaying a great many more lights in the latter event.

In summary, this series of occurrences is considered by the author to be an outstanding CE-I by reason of the number of witnesses, their obvious integrity, and the details garnered.

\* In a second followup interview, comparing initial testimony with this later written account, Betty corrected certain statements in her account, primarily dealing with sequence, as shown above.



RALPH  
SCHUSSLER  
HOME

\* \* \* \*  
TRIANGULAR OBJECTS  
SEEN HOVERING - 9/28/81

\*  
LARGE  
LIGHT  
10/12

\*  
LARGE  
LIGHT  
9/28

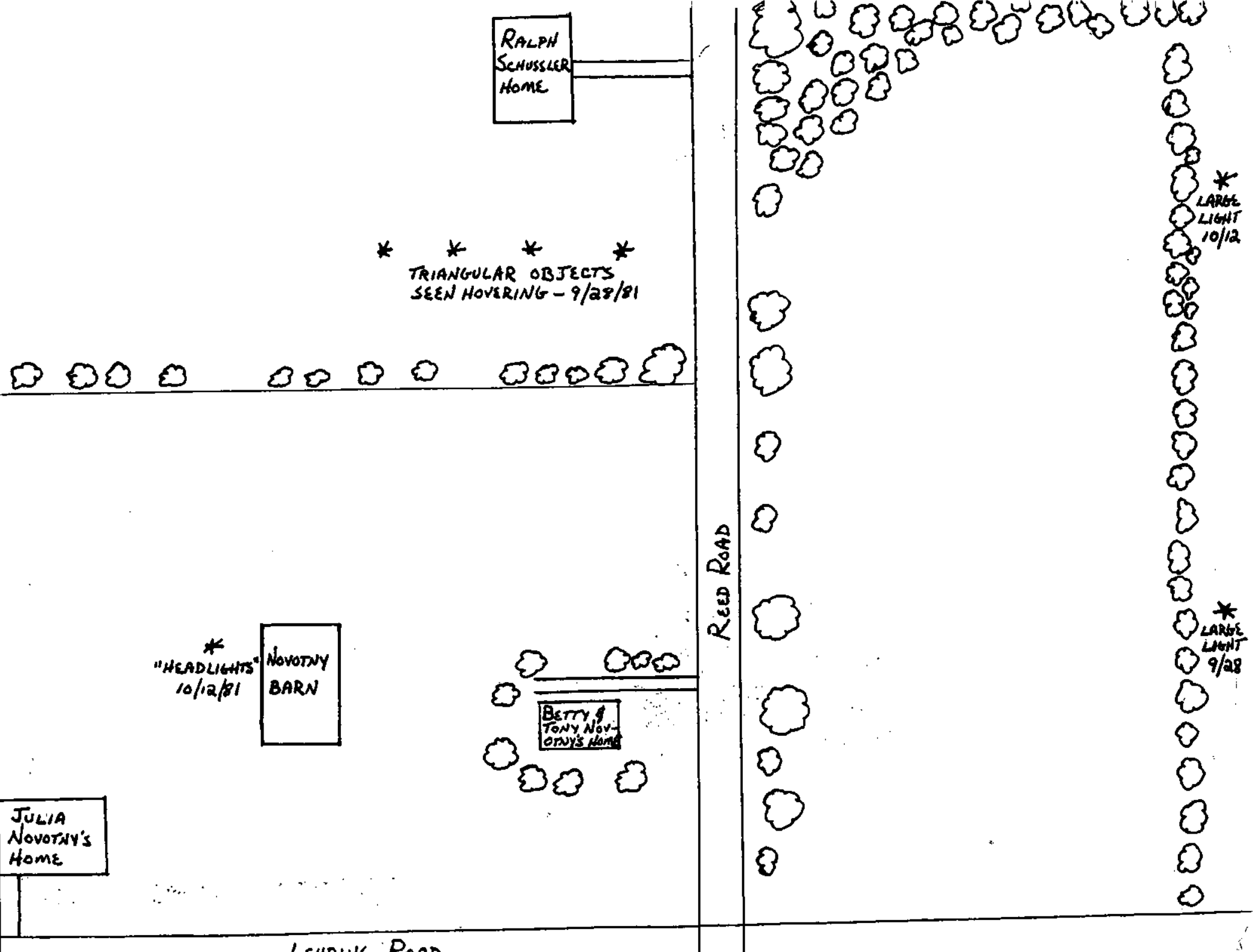
\*  
"HEADLIGHTS"  
10/12/81  
NOVOTNY  
BARN

BETTY &  
TONY NOVOTNY'S  
HOME

JULIA  
NOVOTNY'S  
HOME

Reed Road

Landing Road



**TITLE**

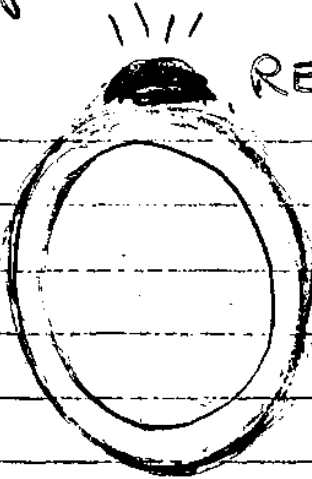
Map 1  
MI-US0928-1981-0003

Box 35

Ⓐ

Betty Novony

DIRECT OVERHEAD  
VIEW



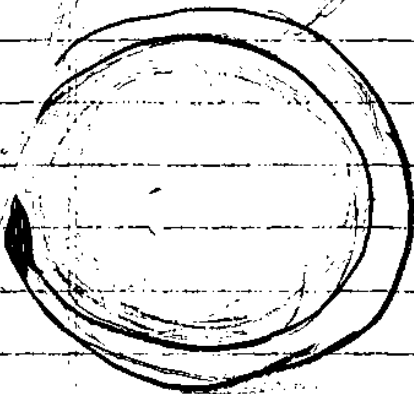
RED FLASH

25-35' LENGTH

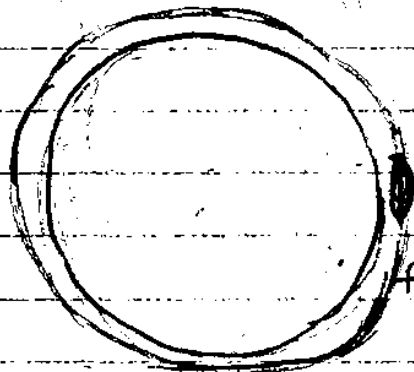
4 \*

BRILLIANT  
WHITE  
STROBE  
EVERY 2 SECONDS

3  
Blue  
Flash



2  
Blue  
Flash



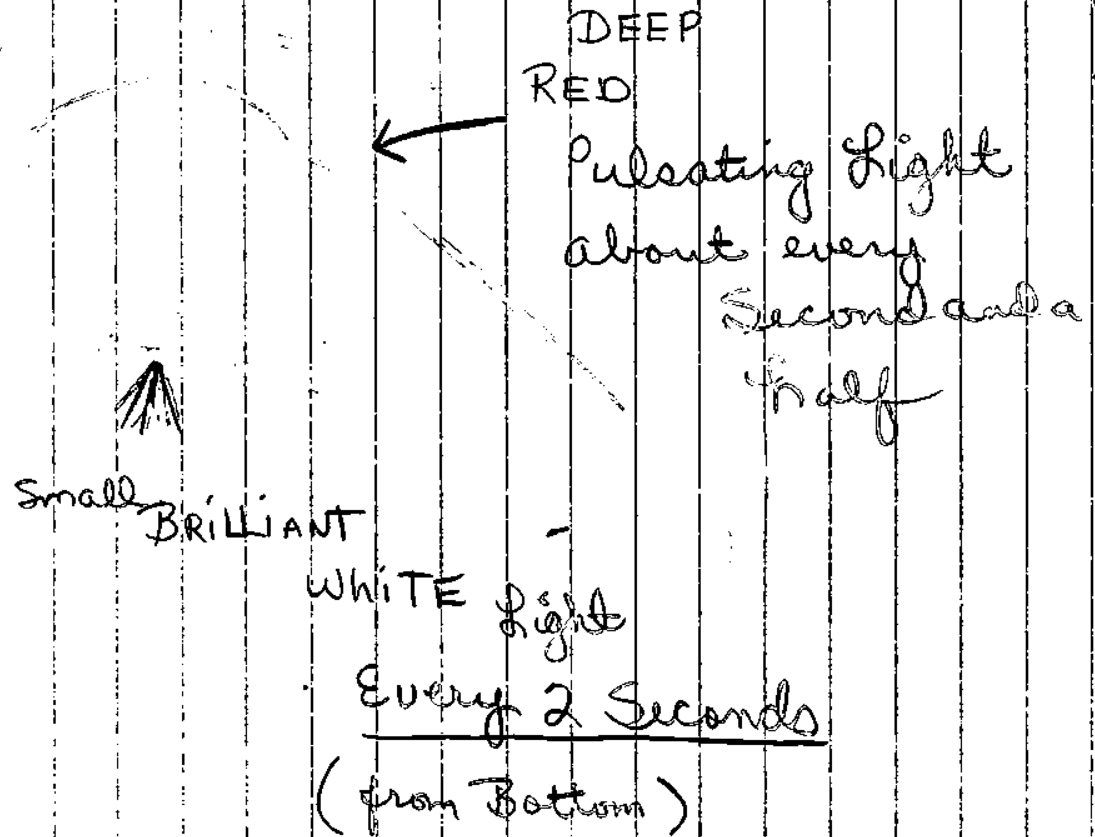
UFO Seen 9-28-81

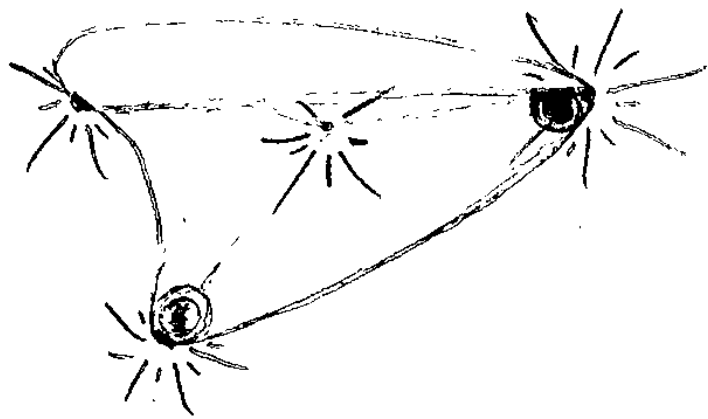
8:15 pm.

Betty Novotny

The whole  
object  
appeared  
to have a  
Reddish  
Cast, or aura.

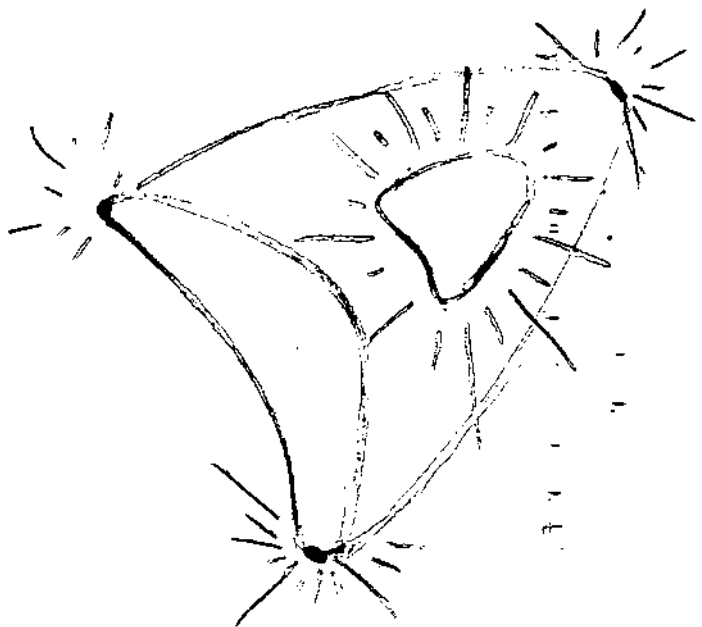
STRAIGHT ON VIEW





Author's conception of the possible actual shape of the small triangular crafts seen on the night of September 28, 1981.

Dan Wright



BRILLIANT WHITE

Sighted on 9-28-  
81 - 8:00 - 8:45

Bright  
RED

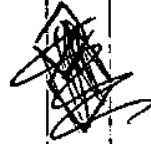
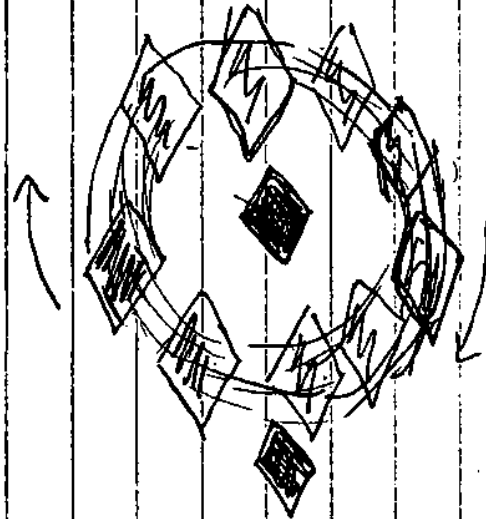
SIGHTED ON  
10-2-81 - 8:10 -  
8:40

Betty Novotny

Joe Hoffman

B.G.W.R.Y

top view



side view  
20 x 50 P

SEP/28

side south west



(1)  
9-28-81  
Monday,  
8:10pm.-  
10:45pm.

Names withheld  
upon request  
Fictitious  
names applied)

MBFON

My husband "Al", nephew "Joe", our three small children and myself, were watching T.V. when my mother-in-law, who lives around Northeast, corner approx, 1/4 mi from us; phoned and asked us if there were lights above our neighbors field, whos property adjoins ours. Al asked me if I'd go outside and take a look, but before I did, I looked through our South windows and saw 3 or 4 "lights" moving irradicately in a direct vertical, then horizontal motion at about 1 second intervals. It was then Joe and I ran outside with Al bringing up the rear (as he is on crutches) to see just what was outside! The night was EXTREMELY clear, crisp and cold as we all 3 now stood in driveway facing due south, we counted 4 lights... positioned relative to numerals on a clock, the first object being at 10:00, the second at 11:00, third at 12:00, and the 4th. at 1:00. The lights were "hovering" or seemed to be cushioned on air, There was positively NO sound as Al told us to be absolutely quiet so as to make sure there was'nt, The lights at this time were approx. 150 yrds. away and approx. 2 large car lengths between lights and treetops. The object at 12:00 moved slightly to my left as I was at a 12:30 position, ~~Al's~~ 12-noon posit. and Joe at 11:30. The object at 12:00 position moved towards us slowly, once again as if cushioned on air, it came to a stop about 75 to 100 yrds. away and started hovering again. At this point, the object appeared to be treetop level, I kept thinking at this time, "Why are you here, and what purpose?" I remember telling Al to look at the shape of the object and he said he noticed also. I saw what appeared to be a "boomerang" shaped object with a "dome" shape or bubble on what I beleive to be the top of object. The dome was pulsating a soft red color slowly, which was hovering with no noise. I presume the bottom of object was flashing a brilliant white light at about 1 second intervals. I could not detect any other color of object at this time oth-

SKETCH 1)

(2)  
9-28-81

2

er than previous color of lights mentioned. Al went into house to call "Tom" his good friend in Flint who was visiting his parents, as he lives in Washington state, Tom has an avid interest in UFOs and we knew he'd be interested in this event. While the call is transpiring, Joe and myself are watching the 4 objects move slowly away with still no sound. The 10 and 11 O'Clock objects were moving at a southeasterly direction, as the 12 and 1:00 objects move slowly also at a Southwesterly direction. Joe and I notice to our right, a huge big brilliant white light, I shall call it a "ball" as that best describes the shape, There appears to be no other colors at this time noticeable, Also no noise either. This object or light I should say, is definitely ~~too~~ big to big for a star or Venus! My first thoughts were this could be the "mother" ship maybe. I asked Joe to hurry in house and grab 60 power telescope. and 2 rifle scopes, We both looked at object through rifle scopes, but the brilliant white light of Ball was too bright, so Joe mounted telescope on the mailbox to get a better view. I saw only 1 revolution of ball and it appeared to leave reddish-orange tracers behind it, It moved in a left to right motion. (the one revol. that is) The ball was too bright to look at any longer as my eyes ~~hurt~~, hurt and such. I felt very fatigue now and looked around radius of farm and noticed 8 to 10 lights flying high in the sky, I still didn't hear anything. (I should mention the ball appeared to be treetop level, and about the size of a <sup>soft</sup> ~~base~~ ball at 275 to 300 yds away.) Just a thought, we are located upon high elevation and seem to get a pretty full scope of things. I left telescope on mailbox and walked over to where Joe was standing facing south and he appeared to be in a daze of sorts, he handed me my rifle back and it was at this point when I get confused, I don't know whether lights above me caught my attention or possibly a "swooshing" sound as of a vac-

SKETCH 2

(3)  
9-28-81)

ume of air, Anyrate Joe and I simultainously looked directly ahead and saw what appeared to be the bottom of an object, (WE Beleive this could possibly be the bottom side of the boomerang objects we saw earlier). I saw a triangular shaped object with "rounded Points" as opposed to sharp points, There were 4 lights altogether, one on each rounded point, and one in the middle of what I assumn to be the bottom of object, I noticed for the first tōme the actual color of object, Grey, a dull unpolished lead color. My husband said later he noticed the first objects were grey in color also. I beleive the full moon helped to ehnhancē the color of objects for us. The lights on the points of object~~x~~ were flashing in succession which appeared to be red in ~~color~~ front, then lower right ~~corner~~ corner of which I cannot recall, and lower left hand corner of which unfortunately I can't recall eithor, But all is not lost, I remember at the bottom center of object there was a white  $\frac{1}{2}$  sec, interval of light that flashed while the object whizzed by. ( moving directly westward). The object was approx. 5 ~~stories~~ stories above house top (house is 2 stories itself) also it appeared to be at least 30'x 15to 20' wide,. The only other thing I can recaall at this time is there were 3 dark circles or holes at each point, which was encircled by a dark circular ring. I shall draw objects on sheets following. Joe and I ran in house and told Al what we saw and he was still on phone talking to Tom, Tom said He'd be out with folks in about 30 to 40 minutes, I noticed at this time it was 8:30, I ran outside as I thought I heard a jet flying from east to west overhead, it was a jet, I looked for the big white ball and it was gone, AS the jet approched the horizon, the ball appeared again, for 5 minutes maybe then just sunk or disappeared! Very strange? It appeared to sink into the trees, I went back into house to recap preceding events and jot down a few notes. when Joe, Al and my self compared notes, unsurprisingly they were almost identical, the difference being only that of angle. Very exciting stuff!! What I cannot recall though that Joe

SKETCH

3

(4)  
9-28-81

LIGHTS

and Al saw were red, green, and blue that oscillated on the first 4 objects. I wish I could remember this, I just cannot. I checked the time and it was 9:15, Tom and his folks pulled in driveway driving turquoise caddy, I could'nt help but notice the color as the reflection of the moons light upon it was most alluring. We all had coffee as I remembered looking at clock, it then was 9:40-9:45, Then as if impulse or aggressively I went out side and sure enough the objects were back., But very high up. There were at least 7-10. I hollered for everyone to come outside and take a look. I ran to mailbox to get telescope when I came to an abrupt halt as I noticed coming from due west, a white light, pretty low in fact, just an inch above treetop level at a 250 stretch. I thought it was a plane at first until I realized it veered northeastward at split second timing. There was no sound and it started hovering at about 100 yrds. away when Toms mother who was behind me, asked me why there was no sound, I told her I wished I knew! The object started flashing lights. Imagining if you will, an upright diamond shape, with lights rotating as such: from/top/to/right/side/to/bottom/to/left/side/in/the order, (once again) from/top/then/bottom/ From top to left hand side, to bottom, up to right hand side. The colors were red, white, and green, I can't remember in what sequence though. Then there was a short series of "blips" of white light that appeared to be the middle of object.

sketch  
4

Al and Toms parents went inside the house so I remember thinking my neighbors owned a pair of bionoculars, I went in house to borrow them and neighbors said it was 10:00 and they had just gotten home. Tom took me to their house and I picked them up. I got/pa/ I walked over to Joe as I returned, when we saw two objects southeasterly flashing colors and I believe hovering, they were quite a bit higher than the other objects so it seemed a little bit harder to see colors vividly. I definitely saw red, white and possibly green. The lights seemed to oscil-

late, counter clockwise, My eyes once again were burning and I felt extremely tired again. I handed Tom the binoc. The dogs were just howling and raving all sorts of havoc through<sup>cut</sup> the neighbor hood. I failed to mention earlier that when Joe, Al and myself saw the first 4 objects the dogs in immediate vicinity barked in a frenzied manner also. Joe in meantime went to get telescope in mailbox, Tom said he felt "light-headed and dizzy and Joe also said same thing after retrieving tele.- but I don't remember feeling that feeling. Tom told me to try through t. ESP to communicate with the same previous objects, so for the fun of it I did, as I'm not really into that sort of thing as Tom is, I went along with him in concentrating the objects turn all white color and believe it or not, they did!! Right after that Tom claims they started flashing white lights back and forth like a ball in a pinball machine at rapid speed, I just wish I could remember this, Joe also claims he saw this and said I even commented on it also. I can assure who ever reads this you believe what you read, for I did not add nor subtract from any thing that would alter the authenticity of this log. Joe then set the telescope on the hood of the Buick to look at an object to the southwest. I was too short to see through the scope mounted from the hood so I did not get a chance to see following object through scope. All I can say is what they said, "Joe, what's this look like to you?" Tom said, Joe replied, "A diamond" (after he looked through the scope) Tom said "Yeah I thought the same thing also!" They then commented and both agreed diamond shape with a diamond on top and one at the bottom all revolving at same time. I told them they were crazy and to let me have a look with the binoculars and it appeared to me to be a ball shaped object with a "tail" or "point" on the bottom. It seemed I saw red on bottom but I've been told that binoculars can at times leave a reddish cast. It seems objects faded or went behind trees as I don't remember seeing it

Sketch  
5

(6)  
9-28-81

leave. In thinking back I remember Tom and myself watching to the south-east pretty high altitude, a white strobe flashing light and wondering what it would do when and approaching jet would be kind of close to it, Well would you know I was looking through binoculars and Tom through the scope and the flashing just white light turned to star white, In fact If we weren't ~~watching~~ watching it you couldn't have told the difference between a star or the object. When the jet was out of range the object then lit up once as like a surge of white light then dimmed a bit I remember Tom and myself chuckling thinking were glad "whatever" pulled a fast one on whoever was flying the jet and for whom. It then flashed red and green and took off southeasterly in not to big of a hurry. Incidentally in retrospect I recall being very tired, irritable, moody and depressed, This ~~last~~ ~~last~~ ~~last~~ laster for approx. I week.

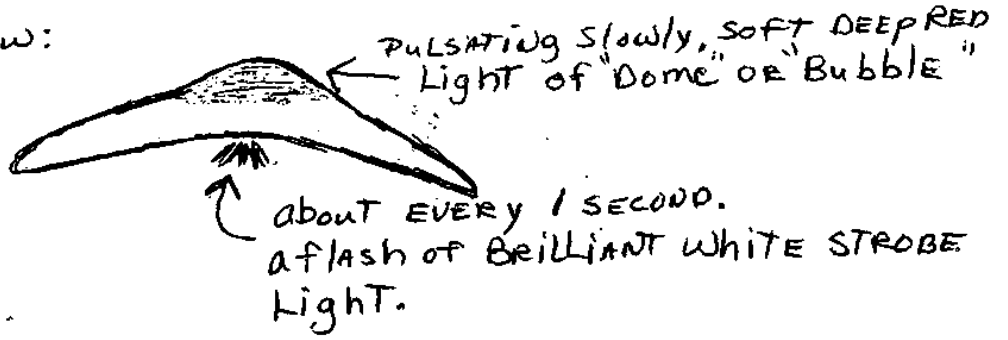
END

(JoAnne and Dan, I certainly hope one of you will please re type this before submitting this to mufon. The typing alone would certainly ~~would~~ discredit this whole Bonanza!! Thanks much!!

B.J.N.

B. J. N.

OBJECT WE FIRST SAW:

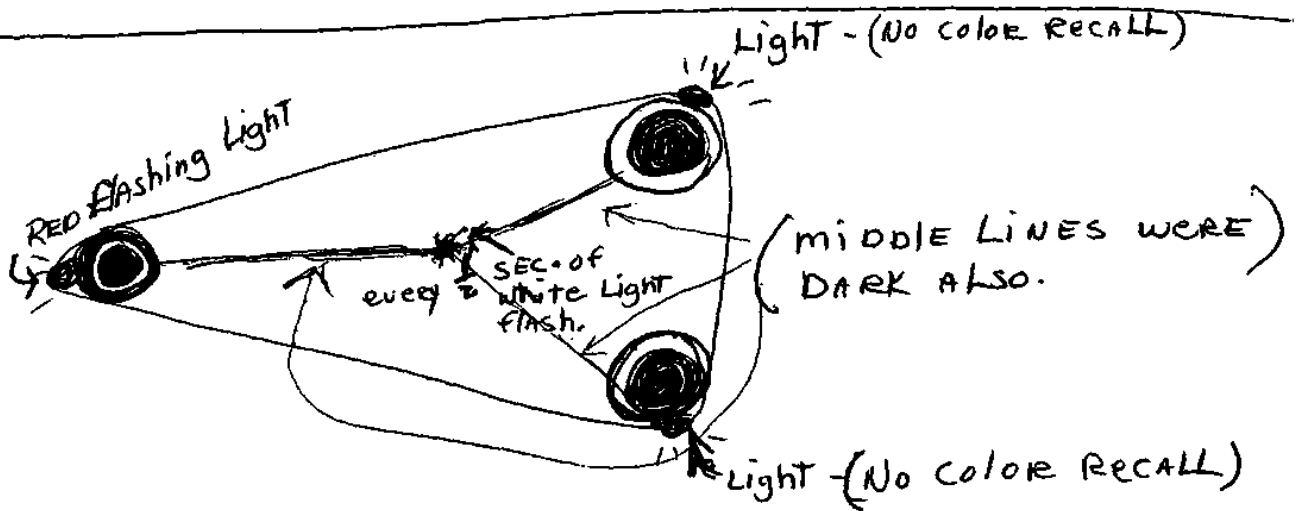


SKETCH 1

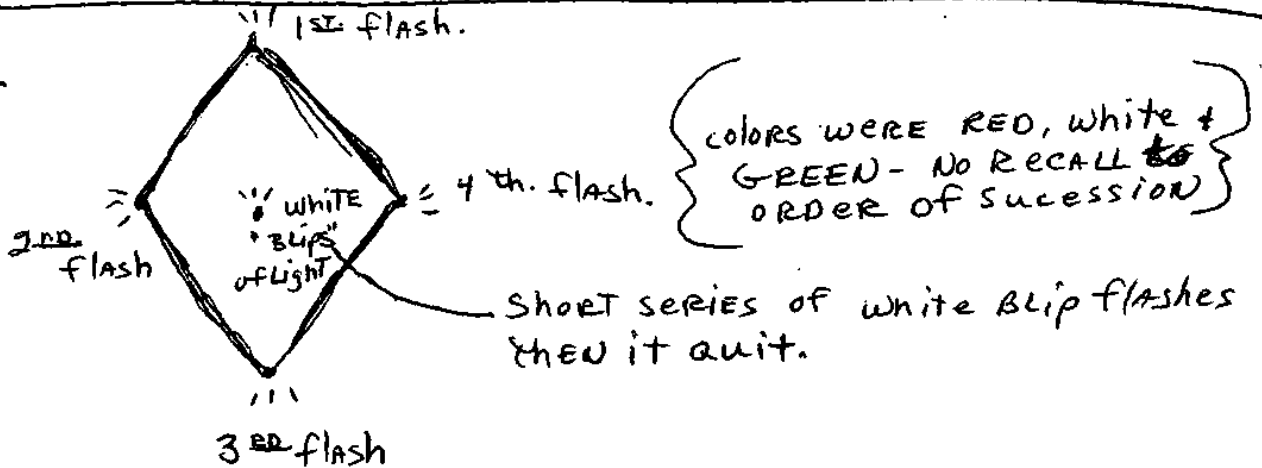
SKETCH 2



SKETCH 3



SKETCH 4



B. J. N.

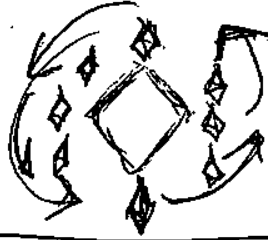
SKETCH 5



A "BALL" ALL BRILLIANT WHITE  
WITH POSSIBLE RED "TAIL"  
OR "POINT" ROTATING



Tom + JOE SAW IT AS SUCH:-



ROTATING





(I)  
10-2-81  
8:10pm.-  
9:30pm.  
Friday.

names withheld  
upon request.  
fictitious used.

MUFON

As I recall my mother-in-law who is to our Northeast approx. 1/4 mi. away, called me and said there was a light in the sky, so I looked out our South windows and I saw a brilliant white "ball" such as I saw on 9-28-81. I grabbed binoculars and noticed it was clear and there was a beautiful full moon out that night. I was watching the ball when I saw 2 red and white flashing lights that were heading Southwest or towards "ball" when I heard a jet overhead (I should say the sound of a jet) and the two objects just stopped and somehow turned to all white.. STAR-WHITE!! In fact, a passerby would not have known or been able to tell the difference. Fortunately I kept my eyes on them and when the jet hit the horizon the same two objects started flashing red and white again! The 2 objects were on an exact horizontal plane with one another, one following the other... For some reason they stopped almost directly under moon (moon was high in SxSW direction) midway between moon and tree-tops. They gave 1 or 2 flashes of white I believe, then started towards each other on the still same horizontal planes, I thought they were going to collide when the one object ~~at~~ ~~on~~ the ~~farthest~~ right, just "lifted" straight up and let the follower continue right towards ball, meantime the object that lifted up <sup>in</sup> ~~at~~ about 1 second, moved due East now and I followed it till I could see it no more, I was thinking how dumb I was <sup>AFTERWARD</sup> for not watching the other object approaching ~~the~~ ball, so by the time I turned my attention back to object and ball, they were both gone! It seemed we called our friend "Tom" who we notified on the 9-28-81 sightings <sup>also,</sup> and he came out I believe, But he saw nothing. As of now, I cannot recall any other events pertaining to this night, but should I, I will notify Dan Write, State Director for the Mufon network.

(also I failed to mention there was no noise of objects unless otherwise specified)

\*- When ~~retyping~~ retyping, please insert this line at star: The ball was at treetop level.

END

B. J. N.

(1)  
10-12-81  
8:45 PM:00pm.  
Monday.

Names withheld  
upon request.  
Fictitious  
names used.

MUFON

IN preparation of this report I honestly did the best I could with straightening out my sketchy notes of events that transpired on the above time and date mentioned. I hope anyone reading will be able to understand the jest of this. Thank you... B. G. N.

At approx. 8:45pm., due west, as I was standing in front of house, a red light "appeared" in the sky, I don't remember noticing how it came to be, or from where unfortunately. Through the bionoculars I could see the object taking shape or form. I saw a ~~red~~ slow red flashing of light, The object appeared to look as though it had a shadow or double-exposure preceding it, if this is at all possible? The shape of the object was circular, actually I could not see the top of the circle, just 3/4 of it. the top seemed to be darkened in some way, The object was moving slowly to the southwest. I notice now another object rotating counter clock wise, I should say the lights on the object. My notes say this object is pulsating or flashing red light about every second, also pulsating white, green, and possibly yellow. I have no recall of what sequence the lights pulsated. Darn! My hubby calls me to come in house as I have a phone call from Dan White, our state director for MUFON, I notice it is 9:55pm. and I'm back out at 10:00. I notice 2 objects of the same color going in the opposite directions, they were both in the westerly direction and the one on the left went south, while one on right logically went north. I notice another light now, It came from almost due south and its solid white flashing on and off about every 1/2 sec. This is a brilliant strobe white color I might add, the object is moving to the east now. When it seems out of nowhere <sup>another</sup> 2 red and white flashing lights or objects appear <sup>at</sup> lower altitude than the first, or white strobe object. The red and white objects are on the exact plane

SKETCH  
1

(2)  
10-12-81

~~horizontally~~, vertically. The first object or strobe we'll call it, joins the lower two objects vertically (it still holds the summit position) while the bottom two move into a position of a triangle with the white strobe being the connector as in the letter "V" (Sketches on following sheets.) Only a upside down V. I hear the neighbor plowing in the ~~east~~ south field just below the objects. The upside down "V" pattern moves simultaneously east, they all moved in an exact ~~upside-down~~ <sup>upside-down</sup> triangle or as stated before <sup>upside-down</sup> "V" pattern. They are too far now to keep track.

SKETCH  
2

In looking West I remember thinking how clear it is and how beautiful the moon was. I noticed then 2 very large what I thought were stars in the sky due west. I decided to use these "stars" for markers or reference guided to judge distance between trees/and/ top level and other objects, lights or stars. These two "stars" were on exact horizontal planes about 10 inches apart, I used my inkpen to measure, as I held up the pen the two marker stars met at each end of the pen. I thought I saw a jet coming over and also heard what sounded like a jet even come from due east to due west. The object I presumed to be the jet was on a much higher altitude than the two marker stars, but it was flying exactly <sup>between</sup> in the middle of the two stars when I noticed the so called jet descends to a bottom position, or below two stars in order to make the connecting point of a "V" or upside down triangle. I heard what appeared to be another jet I guess, and the three objects are gone now!!!

SKETCH  
3

Yes! My two marker stars as I thought they were, and the so called ~~plane~~ <sup>jet</sup>, I looked high and low in sky but could see nothing at all!!! I now notice a solid red cone shape with white light blips or short flashes or white light on the three points of cone or it would even be safe to say there was density to the cone, even as much to say a pyramid shape. The cone is heading west and its almost over the house its pretty

SKETCH  
4

low. I'd ~~even~~ <sup>LARGE</sup> even say three <sup>car</sup> lengths above a standard size telephone pole.

(3)  
10-12-81.

The cone looked to <sup>BE AS</sup> AS A VAN.

The cone object to be a translucent deep or lowkeyed red with a slight orange hue to it. The outline was vivid as if you took a peice of construction paper then took a black magic marker and drew a cone with the point of cone heading west or left, ~~if~~ your looking North that is, (to try and make my impossible ~~explanations~~ possible just simple take a cone and turn it ~~to the~~ <sup>ON ITS</sup> left side, ~~explanations~~) I hear what I think is a jet

going over head from east to west moving fast. The supposed jet flashes white in front, and red in back, and both sides were green. ~~Now...~~ coming from due east heading due south I view through a 30/30 rifel scope two round white distinct lights next to each other, I would say at least 1/8" apart. The object was quite low, in fact was two barns higher than our own 2 story barn. This id only one object with two lights. (sofar)

The object was hovering and soundless at the time I was watching it, and I kept thinking that I should kneal, hid or something as this was observing me , my every thought and action, I wasn't sure If I should feel fear, humility or what. Very confusing!! I then tried to hid behind a near by tree as I did'nt want to be conspicuous this has only been about 5 minutes the object has hovered then it starts moving closer slowly so I dashed into house to exchange 30/30 rifel scope ~~to~~ for bionoculars to view object better, 20 to 30 seconds at the most lapsed when I got back to exact spot where I tried to hide (behind tree) the object, I'm assuming this is the same object was very high up in the sky almost directly overhead, and it sounded like a low deep rumble or like a barrled ~~or~~ echoing sound , in fact, if you saw the movie "earthquake" the sound was similar to that and of the same magtitude, LOUD!! The object was arrayed with the whole spectrum of color, red, orange, yellow, green, blue indigo and violet. When I think of it, It just hit me!... That IS the order of light <sup>in</sup> the spectrum, or rainbow which ever you prefer, And that WAS The order I viewed them in, In rows, & to be exact! STARTING from RED Down to VIOLET - THE LAST.

SKETCH  
5

(4)  
10-12-81.

SKETCH  
5  
CONT

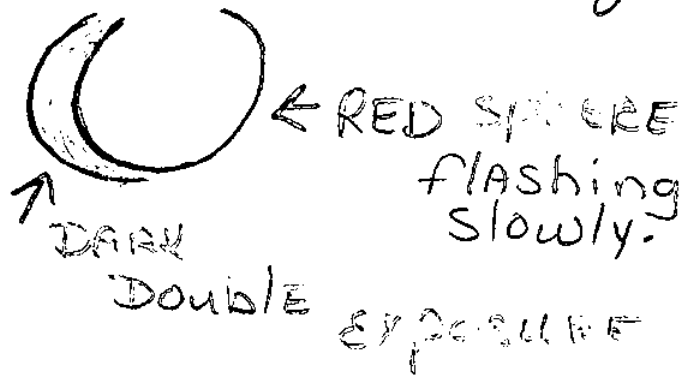
The colors were like flourecent or volcanic type, bright and beautiful!  
I then happen to notice either 6 or 8 jet streams ~~12~~ I guess thats  
what you call the exaust lines, There were either 3 on each side of ob-  
ject, or 4, darn if I can remember! They were perfectly round jet streams  
and they appeared to be a whitish, silver- grey color, The dogs were how-  
weling all the while, The object is almost gone from view ,and I should  
mention I feel I was viewing the object from the bottom, and it appeared  
to be of a triangularr shape. Also the size was enormous in comparison  
to 747s you could fit at least, 2 of them (747s) length wise in object,  
and at least three possibly 4 in width, The noise preceding object was-  
nt as afar back as a jets~~12~~ are, The noise of engine or whatever, was  
closer behind object. At this point, my hubby called for the second ~~12~~  
time to come in as Dan Write called for the second time as I was not-  
ifying him of the sightings, I beleive it was 11:00 when he called,  
and while in conversation, I saw through south windows, a baseball <sup>size</sup> lime-  
florecent green object "whizz" across the sky headed south, I mean In  
~~12~~ a matter of <sup>3</sup> seconds it covered at least 300 yrds. Well This about  
wraps up this report.

END

b.g.n.

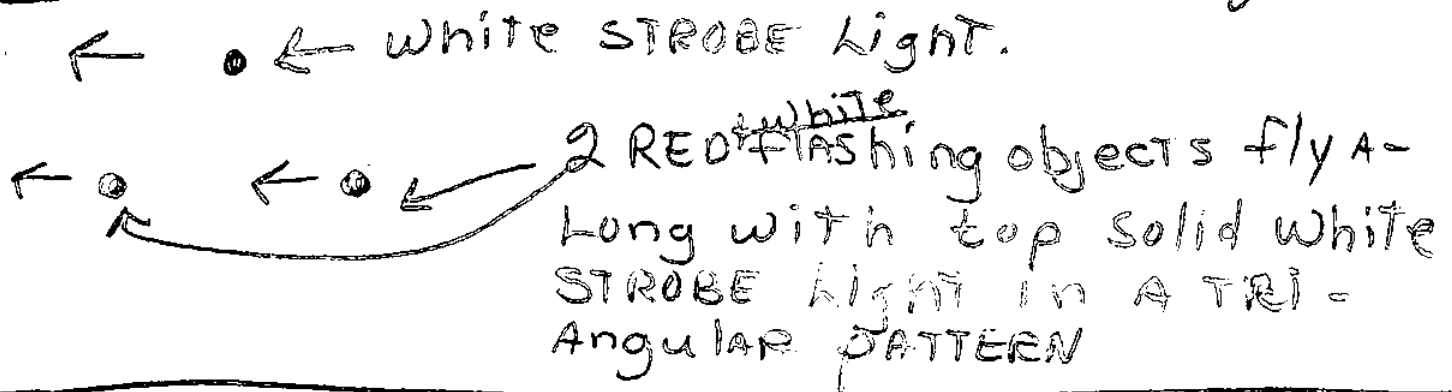
SKETCH 1

B.G.M.

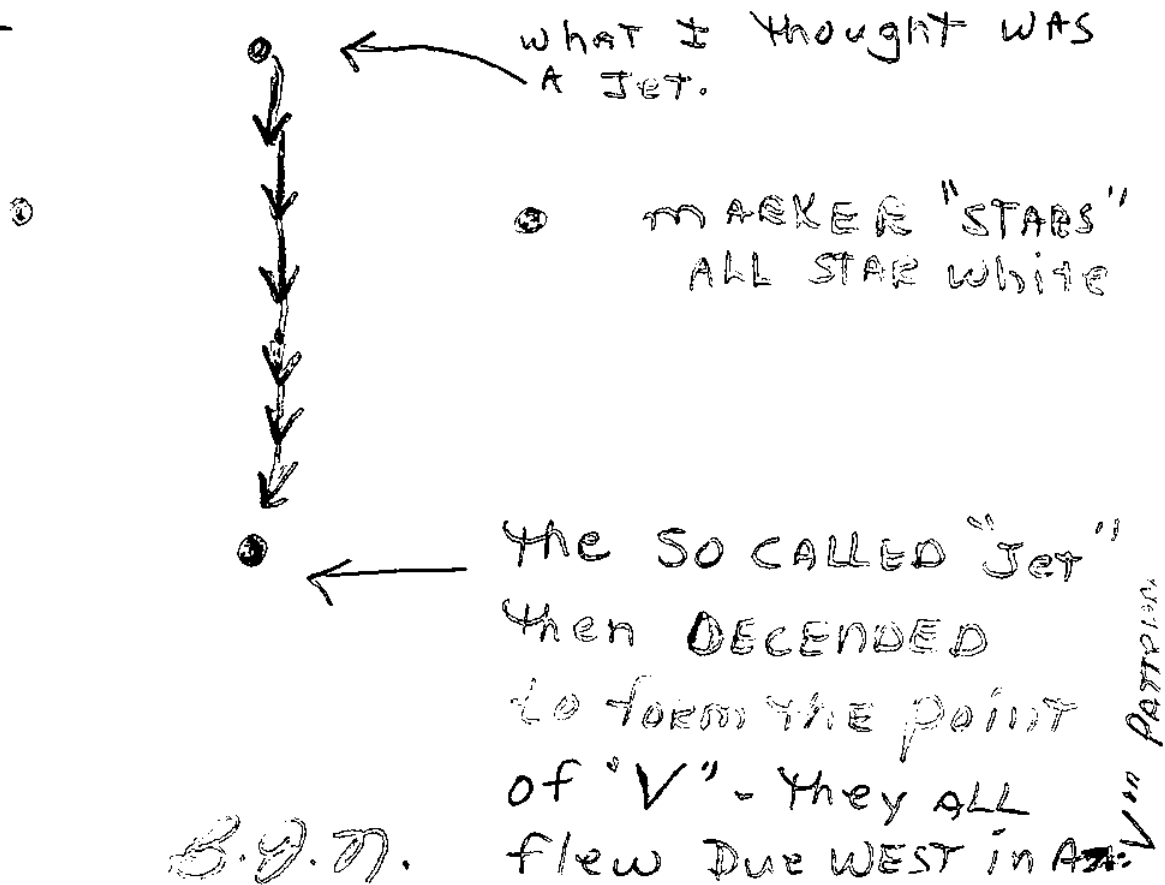


SKETCH 2

B.G.M.



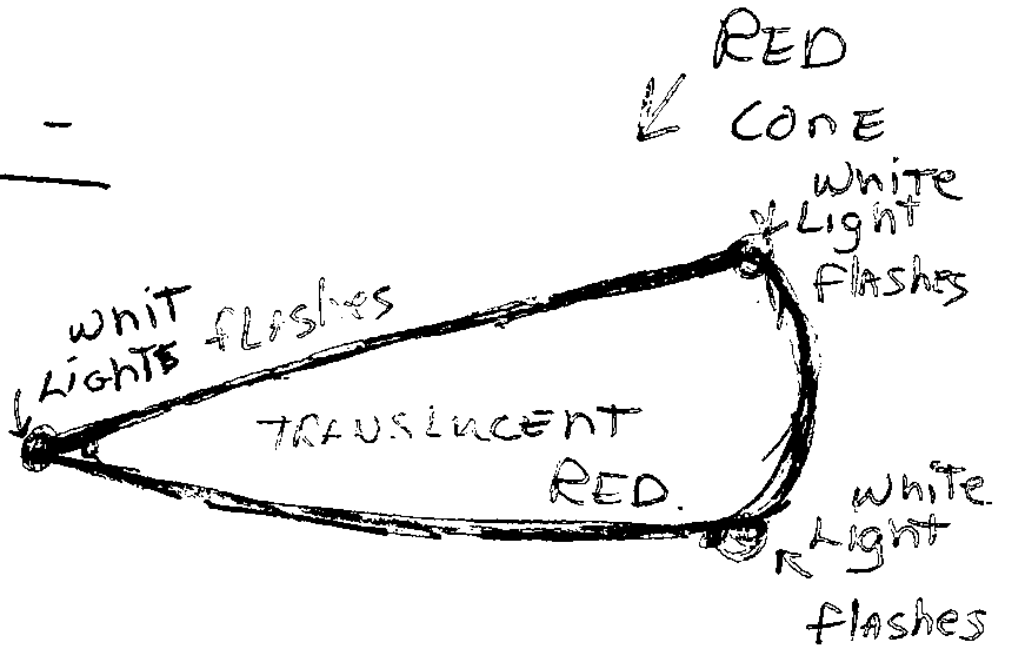
SKETCH 3



B.G.M.

SKETCH 4 -

B.g.m.



SKETCH 5

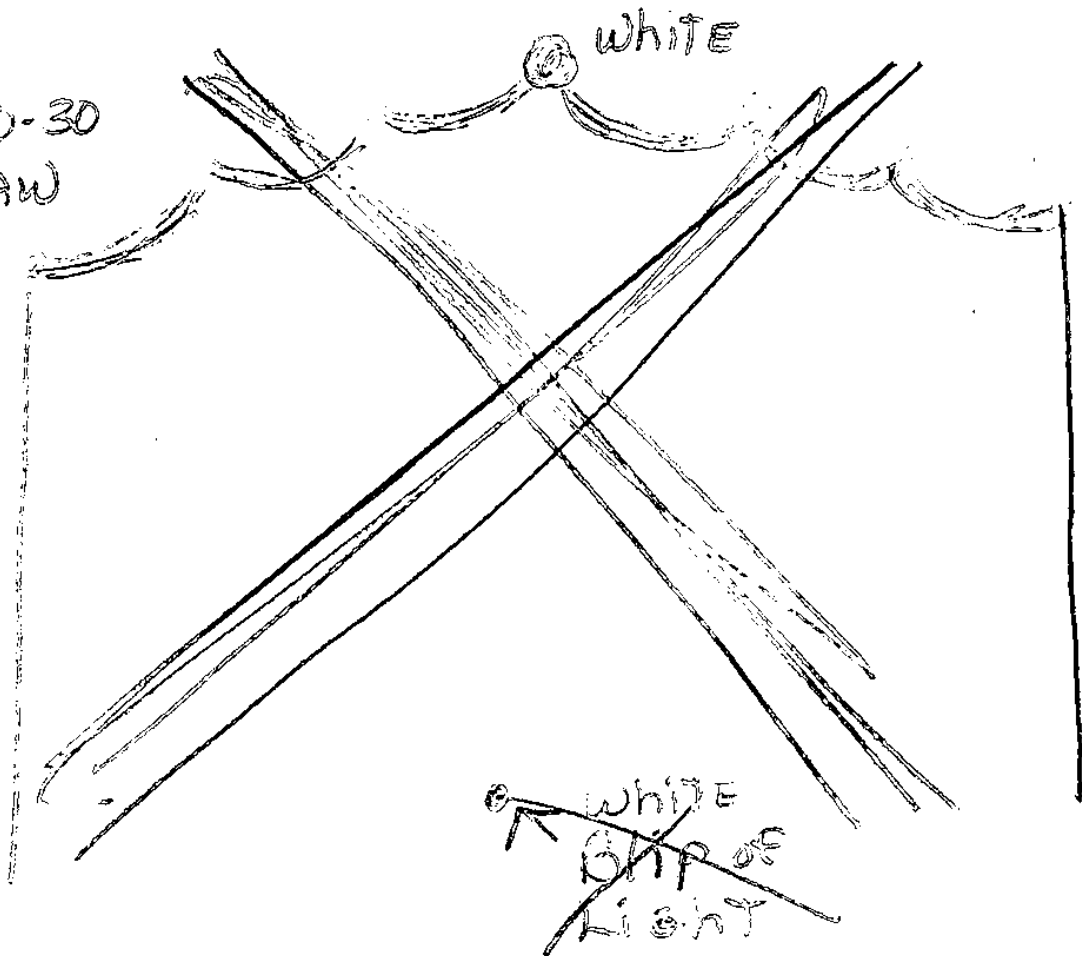
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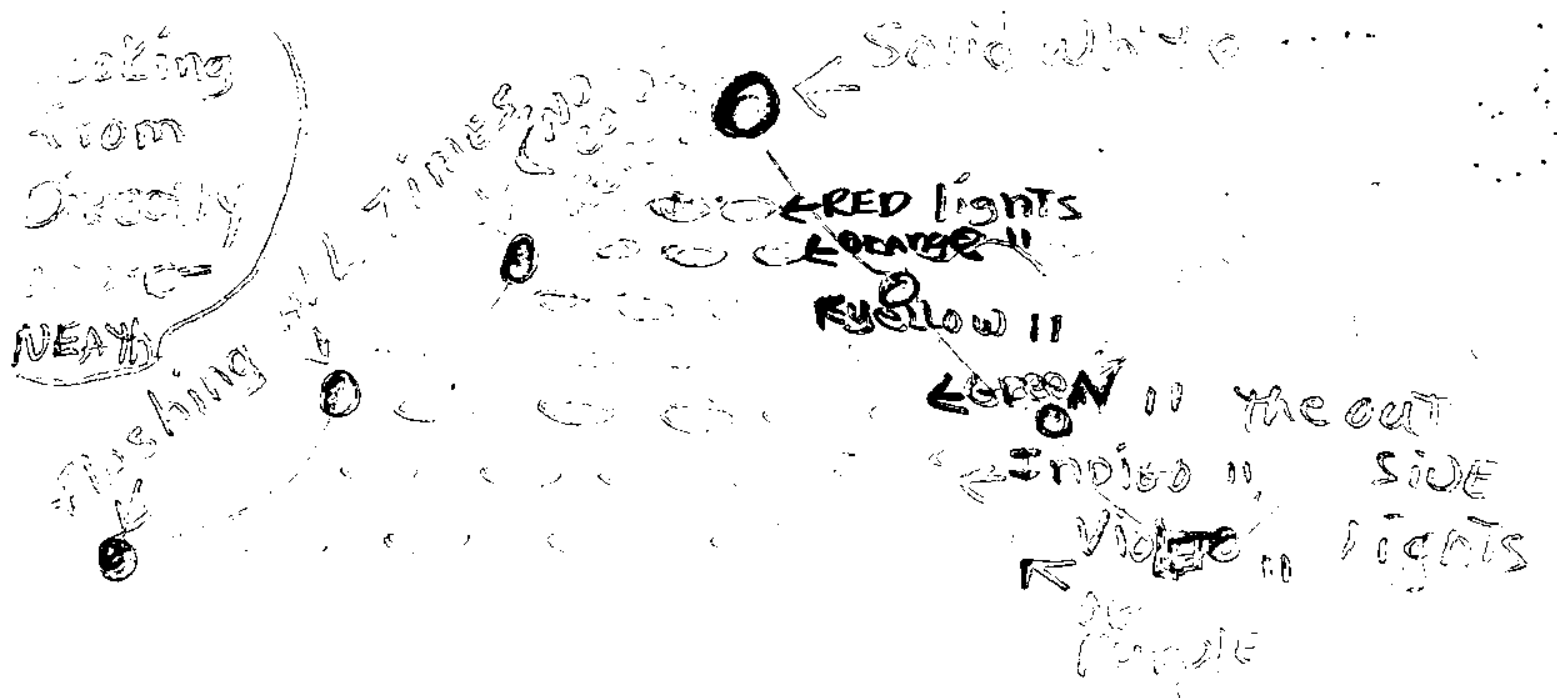


They Looked Like  
airplane white lights -  
but Bigger (see \*)

Then AFTER 20-30  
SECONDS I SAW  
this directly  
Above →

TURN  
PAGE  
OVER!





white (I believe)  
flash of light  
about  
every sec.

the out  
side lights  
flashed  
while the  
middle 7  
rows of  
lights stayed  
solid.

↑ ↑ ↑  
Jet streams  
silver  
grey

↑ ↑ ↑  
Jet streams  
silver  
grey

B. S. M.



ABRAMS PLANETARIUM CURRENT SCHEDULE



Feb. 12-14, - WINTER SKIES/YEAR OF THE PLANETS: Friday & Saturday at 8 PM  
Sunday at 4 PM.

Feb. 16, 7:30 PM - JIM LOUDON: SPACE SHUTTLE: What Lies Ahead - Admission \$3.25.

Feb. 19 thru April 11, SERENDIPITY: "The Serendipity Show" opens with a 16th Century Venetian folk tale of the Three Princes of Serendip, who went on an exotic journey in search of 100 lines of magic verse. The princes never found the prize they sought, but along the way they made many unexpected discoveries simply because they were looking for something. "The Serendipity Show" investigates nine astronomical breakthroughs that have come in a similar way.

Show times: Fridays & Saturdays at 8 PM - Sundays at 4 PM.

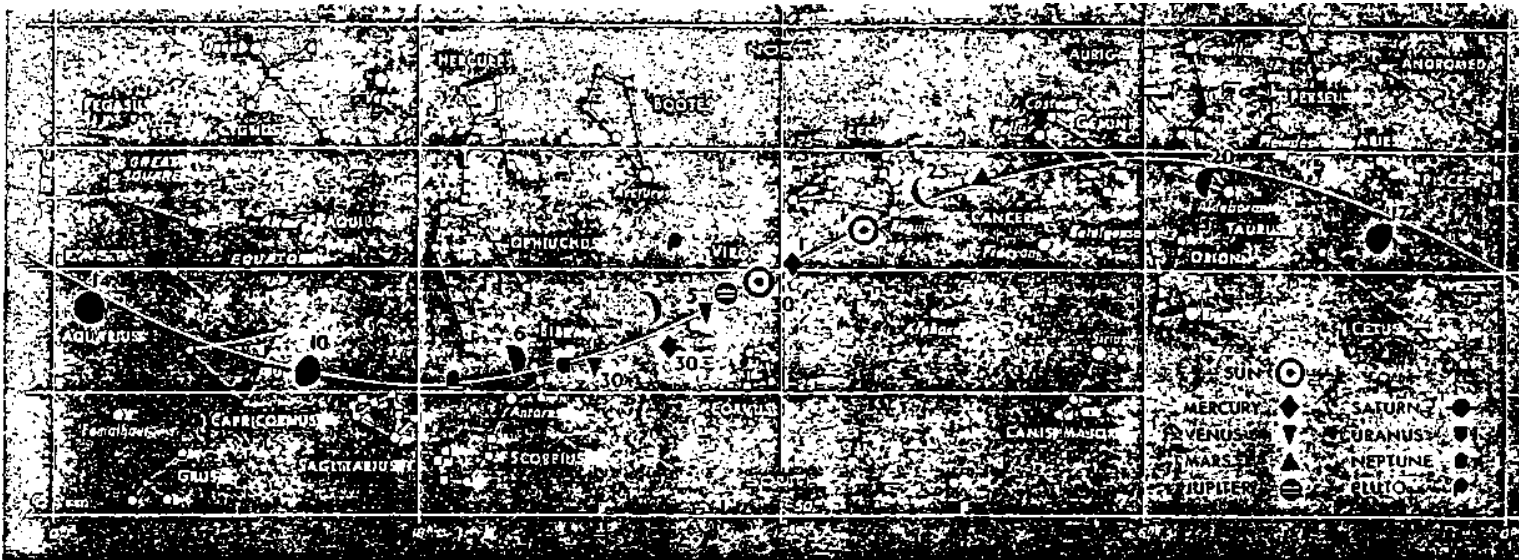
Admission: \$2.00 adults, \$1.50 All students (with ID's) & senior citizens, \$1.00 children, NO preschoolers admitted.

March 2, 7:30 PM - JIM LOUDON: How a Planet Works.

April 6, 7:30 PM - JIM LOUDON: The Soviet Space Program.

For current show information call 355-4672/current sky information call 332-STAR.

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The Sun, on the ecliptic, is shown for the beginning and end of the month. The Moon's symbols give its phases roughly, with the dates marked alongside. Each planet is located for the middle of the month or for other dates shown. All positions are for 0h Universal time on the respective dates.

## Sky + Telescope, September 1981 Vol 62, No. 3 Sun, Moon, and Planets This Month

**B**INOCULARS will be needed to appreciate fully this month's abundance of planetary conjunctions in bright evening twilight. Even so, observers in the southern states have a distinct advantage in viewing these events.

Begin your observations around sunset,

with Venus. The unaided eye can easily find it, some  $40^\circ$  to the Sun's upper left. A telescope will show the planet's waning gibbous disk, which during the month exhibits the sizes and phases listed in the table. In mid-twilight, about 45 minutes after sunset at latitude  $40^\circ$  north, as many

as three additional planets can be seen to Venus' lower right. To identify them, as well as the star Spica, use the illustrations on the facing page.

The observer's latitude plays an important role in the visibility of individual planets, especially Mercury. For the 6th through the 12th, two sets of diagrams are given. The upper row shows the sky for such cities as Philadelphia, Denver, Madrid, Ankara, and Peking, at  $40^\circ$  north latitude. The lower set, for  $30^\circ$  north latitude, represents the view at New Orleans and Houston, as well as Cairo, Egypt, and the Canary Islands.

From the more northerly cities Mercury will be barely above the horizon in mid-twilight, even on September 23rd when it attains greatest elongation at  $26^\circ$  from the Sun. But for the second set of places Mercury is  $3^\circ$  or  $4^\circ$  higher at the same depth of twilight, and should be seen with the naked eye.

Why does such a small difference in latitude improve Mercury's visibility so much? The answer has much to do with the arrival of the Sun at the autumnal equinox, which happens on September 23rd at 3:05 Universal time. During evening twilight around this time of year, the September equinox in Virgo is setting in the west while Sagittarius, containing the December solstice, lies near the meridian. Thus, for mid-northern observers the ecliptic (great circle through the array of planets and Sun) now makes its smallest angle with the horizon.

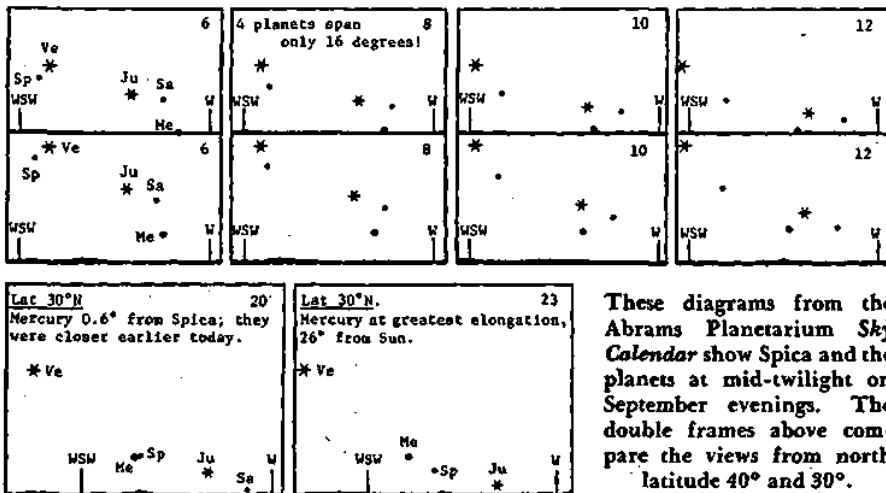
In Philadelphia and Denver, this angle is about  $27^\circ$ , while in New Orleans and Houston it is about  $37^\circ$ , placing Mercury at greater elevation. Conditions for viewing the planet are much better still from the tropics, as well as from the south temperate latitudes.

In September, watch for the following

PLANETARY DATA FOR SEPTEMBER, 1981

Object	Date	R.A. h m	Dec. °	Elong.	Mag.	Diam. "	Illum. %	Dist. a.u.
Sun	Sep 1	10 40.4	+8 24	—	-26.8	31 44.9	—	1.009
	16	11 34.5	+2 46	—	-26.8	31 52.3	—	1.005
	Oct 1	12 28.4	-3 04	—	-26.8	32 00.2	—	1.001
Mercury	Sep 1	11 49.3	+1 24	19 Ev	-0.2	5.3	85	1.268
	11	12 41.2	-5 38	24 Ev	+0.1	5.8	75	1.159
	21	13 25.0	-11 34	26 Ev	+0.3	6.5	63	1.021
Venus	Sep 1	12 58.9	-6 11	37 Ev	-3.5	14.2	77	1.188
	11	13 42.2	-11 08	40 Ev	-3.5	15.0	74	1.119
	21	14 26.4	-15 42	41 Ev	-3.6	16.0	70	1.048
Mars	Sep 1	8 06.8	+21 13	39 Mo	+1.8	4.2	96	2.233
	Oct 1	9 23.4	+16 38	50 Mo	+1.7	4.5	94	2.071
Jupiter	Sep 1	12 44.7	-3 35	33 Ev	-1.3	31.4	—	6.269
	11	12 52.1	-4 23	26 Ev	-1.2	31.0	—	6.344
	21	12 59.8	-5 12	18 Ev	-1.2	30.8	—	6.400
	Oct 1	13 07.7	-6 01	10 Ev	-1.2	30.6	—	6.435
Saturn	Sep 1	12 35.3	-1 23	30 Ev	+1.2	15.9	—	10.462
	11	12 39.5	-1 50	22 Ev	+1.1	15.8	—	10.534
	21	12 43.9	-2 19	13 Ev	+1.1	15.7	—	10.584
	Oct 1	12 48.4	-2 47	5 Ev	+1.0	15.7	—	10.609
Uranus	Sep 1	15 36.5	-19 10	78 Ev	+5.9	3.6	—	19.018
	Oct 1	15 40.8	-19 25	50 Ev	+6.0	3.5	—	19.470
Neptune	Sep 16	17 26.1	-21 54	89 Ev	+7.8	2.4	—	30.274
Pluto	Sep 16	13 49.8	+6 30	34 Ev	+13.8	0.1	—	30.847

For the principal members of the solar system, this table gives the right ascension and declination (equinox of date) at 0 hours Universal time on selected days. Elongation is the angle in degrees between a planet and the Sun, in the morning (Mo) or evening (Ev) sky. Then follows the visual magnitude, and the apparent diameter of the object in arc minutes and seconds (neglecting phase). Only equatorial disk diameters are given; Jupiter's polar diameter is 93 percent of its equatorial diameter, while Saturn's polar diameter and ring extent are 89 and 225 percent, respectively. For planets that show an appreciable phase, the percentage of the disk diameter that is illuminated by the Sun is listed. Finally, distances of all objects from the Earth are expressed in astronomical units. One a.u. corresponds to 149,600,000 km or 92,960,000 miles.



These diagrams from the Abrams Planetarium *Sky Calendar* show Spica and the planets at mid-twilight on September evenings. The double frames above compare the views from north latitude 40° and 30°.

events involving the four bright evening planets.

**On the 1st:** The Moon is a few degrees north of Venus this evening.

**6th and 7th:** Spica is 1°9' to the south of brilliant Venus.

**8th:** Four bright planets and Spica subtend a 16½° angle, from Mercury to Venus. On this and the next three evenings, Mercury makes a "trio" with Jupiter and Saturn; that is, all three fit within a circle 5° across. The formation begins this evening, as Mercury passes 3°1' south of Saturn.

**10th:** Jupiter and Saturn are now just 4° apart, with their separation increasing by 0°1' per day. Try to observe each until its last possible date. Saturn, dimmer and lower, will disappear first. Observers in southern states will follow them longer.

**11th and 12th:** Mercury, 2°5' south of Jupiter, concludes its trio with the two giant planets.

**20th:** Mercury lies 21 arc minutes south of Spica around 11 a.m. Central daylight time. By dusk over the central Gulf Coast, they will be nearly 0°6' apart. From how far north will readers report seeing this conjunction?

**25th:** Look for 3rd-magnitude Alpha Librae (Zubenelgenubi) 1°8' north of Venus.

Let's not forget the faint outer planets, which are also in the evening sky. You'd better look for Uranus by the time twilight ends, because it sets only about an hour later. According to Belgian astronomer Jean Meeus, this 6th-magnitude planet moves to a scant 7 arc seconds due north of 5.5-magnitude 41 Librae on the 12th at 19:37 UT — an ideal time for viewing in parts of Europe and Africa. As was mentioned on page 40 of the January issue, neither Uranus' rings nor its known satellites will occult the star. But will anything unexpected happen?

Since Uranus is moving eastward about 5 arc seconds per hour, the planet and star will be much wider apart — about half a minute of arc — when darkness falls in North America. The next bright star Uranus will approach, though not so closely, is

5.0-magnitude Kappa Librae on October 1st (0°2').

Neptune is stationary on September 3rd, ½° southeast of a 6th-magnitude star that lies almost 1° east-southeast of 4.4-magnitude Xi Ophiuchi. With gathering speed, Neptune will have gone 0°2' eastward by the end of the month (see the finder chart on page 41 of the January issue).

The solitary morning planet is Mars. Though still rather faint, it is well placed in the morning sky, and on September 13th will lie within the southern fringes of Messier 44, the Beehive cluster in Cancer.

ROBERT C. VICTOR

## MOON PHASES AND DISTANCES

First quarter	September 6, 13:26
Full moon	September 14, 3:09
Last quarter	September 20, 19:47
New moon	September 28, 4:07
First quarter	October 6, 7:45
Full moon	October 13, 12:49
Last quarter	October 20, 3:40
New moon	October 27, 20:13

	September	Distance	Diameter
Apogee	5, 7h	404,447 km	29' 33"
Perigee	17, 4h	365,637 km	32' 41"
<b>October</b>			
Apogee	3, 1h	405,359 km	29' 29"
Perigee	15, 2h	360,480 km	33' 09"
Apogee	30, 16h	406,293 km	29' 25"

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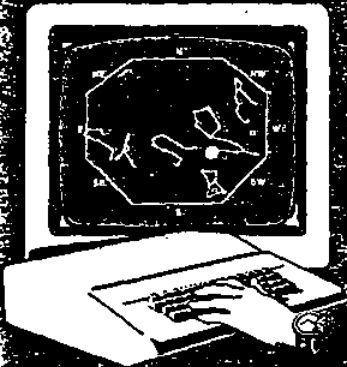
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# CELESTIAL CALENDAR

Universal time (UT) is used unless otherwise noted.

## SOME CHALLENGES IN THE SEPTEMBER SKY

**A**PART from offering its deep-sky objects, planets, and changing lunar phases for telescopic enjoyment, the autumn sky has much to challenge a painstaking and diligent amateur. Two of the projects we present this month are even suitable for the naked-eye observer, whose only equipment is a pencil and paper.

**New meteor shower.** Last year, P. MacKinnon and R. A. Keen of Boulder, Colorado, announced a possible new meteor shower from the direction of southern Lyra or Cygnus. Despite fairly poor sky conditions, on September 16th, 17th, and 18th G. Kiladis had noticed that about 15 or 20 meteors per hour seemed to be aligned with a radiant near right ascension 19.0h, declination +25°. A good number of them were of magnitude 2 or brighter.

A few weeks later, MacKinnon and Keen themselves noted a similar hourly rate for a radiant at about declination +32°, near right ascension 20.3h (October 1st) and 21.2h (October 5th and 6th).

Because a meteor shower radiant is a perspective effect, it is usual for the direction to shift eastward during the several weeks it takes the Earth to pass through a meteor stream. Therefore, it is possible that these observers witnessed a hitherto undetected meteor stream. Opposing this view, however, are P. Roggemans and several other Belgian observers, who did not find any meteors associated with a radiant in this part of the sky for the same range of dates. These conflicting reports appeared late in 1980, in *IAU Circulars* 3528, 3542, and 3545.

Will the shower be confirmed this year? The presumed radiant is well placed for viewing in the early evening hours. By September 17th, the Moon will rise late enough for observers to have an hour or more of dark sky.

**Companion of Sirius.** This month, ac-

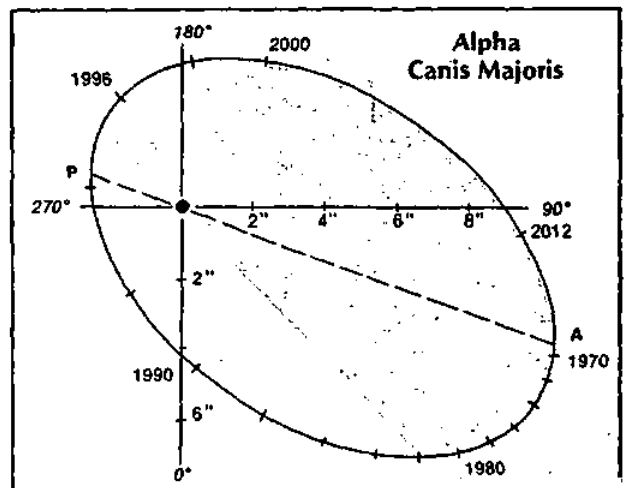
ording to the orbital elements calculated in 1960 by W. van den Bos, the companion of Sirius passes through the ascending node of its orbit. Ever since 1945 this dim and massive white dwarf star has been seen slightly closer to us than the dazzling primary, because the plane of the orbit is canted 43½° from broadside. But between now and 1995, the companion will be slightly farther from our solar system than is Sirius itself.

Sirius is now in the morning sky, and by month's end will rise around 2 a.m. local daylight time. Thus its 1981-82 apparition is already under way, and there are several reasons why amateurs with medium-size telescopes should not miss the chance to see it this season.

First of all, notice on the diagram of the orbit (below) that the companion is now rapidly approaching the primary. Because the dwarf shines feebly at magnitude 8.1, while Sirius itself is 7,000 times brighter at magnitude -1.5, detection is always difficult. But the companion will be easier to see this fall and winter than at any time until the year 2012!

Interestingly, three 50.09-year revolutions earlier than 2012 (and hence at the same spot on the orbit) brings us almost exactly to the 1861-62 season. No human being had yet seen the star, even though astronomers already suspected from the wobble in Sirius' proper motion that it was a binary. On January 31st that winter, Alvan G. Clark was testing the 18-inch refractor lens being finished by his firm for Dearborn Observatory in Illinois. On looking at Sirius, he exclaimed, "Why, Father, it has a companion!" This coming winter, the separation is the same 9.6 arc seconds exhibited in 1862. By knowing what to expect and where to look, amateurs with instruments as small as 8-inch aperture should be able to share Clark's thrill.

Sirius (Alpha Canis Majoris) is the brightest star in the night sky, so dazzling in a telescope that the white-dwarf companion is usually lost in glare. Here, the Belgian astronomer Jean Meeus has plotted the apparent, relative orbit of this system. The position angle axes indicate north (0°) and east (90°), and include linear scales in seconds of arc. The shaded part of the orbit lies closer than Sirius in distance from Earth.



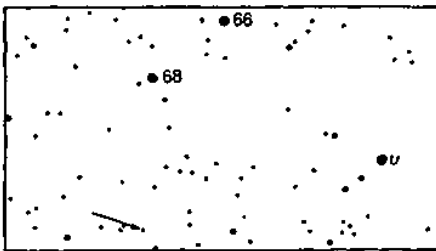
The dwarf star now lies at position angle  $44^\circ$ , almost exactly northeast of the primary, so it will not be hidden in the diffraction spikes that emanate from the image of Sirius when a reflecting telescope's spider vanes run north, south, east, and west. Further diffraction tricks to improve the companion's visibility were described by Dennis di Cicco on page 407 of the June, 1975, issue. Great care is needed to be sure you are really seeing the companion, rather than an optical ghost image of Sirius itself.

**Asteroid occultation.** In the wee hours of Sunday morning, September 20th, West Coast amateurs might want to train their telescopes on an 8.7-magnitude star in Aquarius, about  $10^\circ$  north-northwest of Fomalhaut. David W. Dunham predicted on page 38 of the January, 1981, issue that the 11th-magnitude asteroid 14 Irene would occult this star, sometime within 10 minutes or so of 2:48 a.m. Pacific daylight time (see the finder chart below).

The exact location of the path within which the occultation will be seen remains uncertain. One prediction puts it across San Francisco and northern Nevada; another implies Vancouver Island instead. Should an observer happen to be centrally located within the path, he or she can expect to see the star dim suddenly by 2.2 magnitudes to the brightness of the asteroid alone, for perhaps a little more than 10 seconds. Observers should also be on the lookout for any secondary occultations.

**Observing Algol.** An Italian professor of mathematics, G. Montanari, first noticed the light variations of Algol (Beta Persei) in 1667. Since William Herschel's time, much attention has been paid to this eclipsing binary star, which normally shines at magnitude 2.1, but which regularly every  $2\frac{1}{4}$  days fades to about 3.3 and then recovers, during the space of about nine hours.

Yet there are also some puzzling, subtle shifts in the times of these eclipses. The formula used by SKY AND TELESCOPE to predict the minima each month has required slight modification every few years to keep step with the star. A change in the period typically only amounts to a few seconds, but this can accumulate in a year or so, until it shows up plainly in timings of the minimum made by a naked-eye observer.



An arrow represents the approach of asteroid Irene to an 8.7-magnitude star near 66, 68 and Upsilon Aquarii. North is up.

Anthony D. Mallama of the Computer Sciences Corp., Silver Spring, Maryland, has recently observed five minima with a photoelectric photometer on 12-inch and 36-inch telescopes at the Goddard Space Flight Center. His Universal times are compared in this table with those that had been predicted in this magazine:

Date	Mallama	S & T	O - C
Feb. 5, 1979	3:41	3:49	-8
Oct. 21, 1979	5:14	5:06	+8
Dec. 29, 1979	0:46	0:42	+4
Nov. 17, 1980	0:49	0:48	+1
Jan. 19, 1981	2:51	2:48	+3

The last column gives the differences, observed minus computed, in minutes. Since the same linear formula has been used for this magazine's predictions since 1976, there seems no need to revise it now. Mallama expects the formula to be good at least until 1985.

Other anomalies in Algol's behavior may show up unexpectedly, underscoring the need for continual watch. This month, on the night of September 10-11, the predictions below list a minimum at 5:40 UT, which is 12:40 a.m. Central daylight time. An amateur working visually should make the first estimate about 10 p.m., and do so repeatedly every 10 or 15 minutes until well

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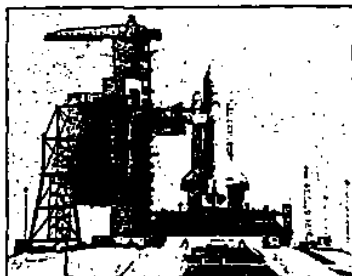


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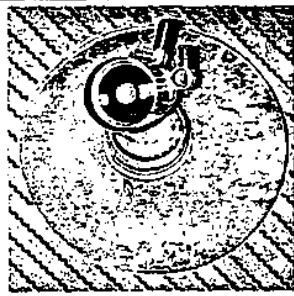
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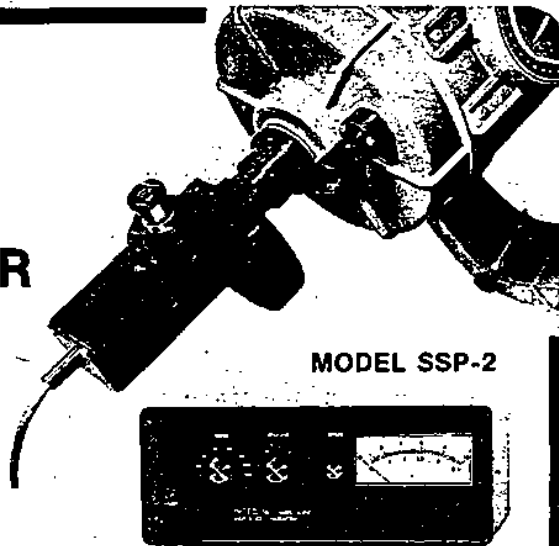


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past the minimum. Use a chart that shows the magnitudes of neighboring comparison stars, like that on page 212 of the September, 1980, issue. Take care that each estimate is not influenced by earlier ones, or by anticipation of the star's behavior.

A graph-paper plot of these points versus time can then be folded symmetrically on itself and adjusted, with the paper held above a lamp, until the points before and after minimum blend into one curve. The location of the fold will mark the time of minimum clearly, even if some scatter occurs among the individual estimates.

### VARIABLE STAR MAXIMA

September 3, T Ursae Majoris, 123160, 7.7; 10, RT Sagittarii, 201139, 7.0; 21, RV Sagittarii, 182133, 7.8; 25, S Ursae Majoris, 123961, 7.8; 29, W Lyrae, 181136, 7.9.

October 3, T Centauri, 133633, 5.5; 8, U Orionis, 054920a, 6.3; 9, T Normae, 153654, 7.4; 11, T Columbae, 051533, 7.5; 15, R Canum Venaticorum, 134440, 7.7.

Above are predictions of variable star maxima by the American Association of Variable Star Observers, 187 Concord Ave., Cambridge, Mass. 02138. Stars are listed only if brighter than magnitude 8.0 at average maximum. Some, but not all of them, are nearly as bright as maximum two or three weeks before and after the date given. The data include, in order: the day of the month near which the maximum should occur; the star name; the star designation number, which gives the rough right ascension (first four figures) and declination (bold face if southern); and the predicted visual magnitude.

### MINIMA OF ALGOL

September 2, 15:15; 5, 12:03; 8, 8:52; 11, 5:40; 14, 2:29; 16, 23:18; 19, 20:06; 22, 16:55; 25, 13:44; 28, 10:32.

These predictions are based on observations from 1970 to 1975, and are calculated from the heliocentric elements  $Min. = 2,440,953.4657 + 2d.8673075E$ . The derivation of this revised formula was explained in *SKY AND TELESCOPE* for July, 1976, page 48. The times listed here are geocentric; they can be compared directly with observed times of Algol's least brightness.

### UNIVERSAL TIME (UT)

In *Celestial Calendar*, Universal time (Greenwich meridian) is used unless otherwise noted. This is 24-hour time, from midnight to midnight; times greater than 12:00 are p.m. Subtract the following hours to convert to standard times in the United States: EST, 5; CST, 6; MST, 7; PST, 8; Alaska-Hawaii or AHST, 10. (To obtain daylight saving time subtract 4, 5, 6, 7, and 9 hours respectively.) If necessary, add 24 hours to the UT before subtracting, in which case the result is the standard time on the day preceding the Greenwich date shown. For example, 6:15 UT on the 15th of the month is 1:15 a.m. EST on the 15th and 10:15 p.m. PST on the 14th.

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# Celestial "Goose Chase"



## The Year of the Planets: 1982

Robert C. Victor

The year will be an interesting one for planet viewing. Despite the lack of an exact alignment of all nine planets, the Earth will align with each planet separately over a five-month interval as shown here:

### Celestial "Goose Chase"

January 21	Venus passes Earth
January 31	Mercury passes Earth
March 30	Earth passes Mars
April 8	Earth passes Saturn
April 15	Earth passes Pluto
April 25	Earth passes Jupiter
May 23	Earth passes Uranus
June 1	Mercury passes Earth
June 16	Earth passes Neptune

Here is a summary of planetary visibility for 1982, with a list of some outstanding events:

- **Venus**, the brightest of the planets, reaches its greatest brilliancy in late February, and gleams in the southeastern sky for more than two hours before sunup. Venus remains a striking telescopic object through March, and shows a crescent phase which seems unusually large because of its closeness to Earth. By April 1, Venus reaches its greatest angular distance from the Sun,  $46^\circ$ , and appears half full through a telescope. Gradually moving into the Sun's predawn glare, Venus becomes difficult to observe by early October. In November, it passes on the far side of the Sun and emerges in late December as an evening "star."

- **Mercury** can be seen low in the western evening sky during parts of April-May, August-September (poor from mid-northern latitudes), and December. It can be seen low in the eastern morning sky during parts of February-March, June-July, and October-November. For details, see *Sky Calendar* in each issue of this magazine.

- **Mars, Jupiter, and Saturn** appear in a relatively compact group for most of 1982, with Jupiter as the brightest member. The gathering, not more than  $35^\circ$  wide until mid-September, includes the star Spica. From July 5 through August 7, the angular span of the four objects is only  $15^\circ$ .

By mid-March, Mars rises at the end of evening twilight (about  $1\frac{1}{2}$  hours after sunset); Saturn follows within a half hour, and Jupiter within two hours. At the end of March, Mars reaches opposition ( $180^\circ$  from the Sun), and is low in the east at dusk and visible all night. By late April, all three bright planets can be seen in the southeastern sky during evening twilight. A fourth planet, Mercury, can be seen low in the west-northwest for four weeks beginning around April 20. This period provides the greatest number of bright planets visible in the evening sky during 1982.

Thereafter, Mars, Jupiter, and Saturn continue as evening planets, gradually drifting toward the western horizon during spring and summer. Saturn and Spica disappear from the western evening sky in mid-September, pass conjunction (behind the Sun) in October, then emerge into the eastern sky at dawn by early November. Jupiter leaves the western sky in mid-October and emerges into the eastern morning sky in late November. Mars fades as its dis-

tance from Earth increases. By year's end Mars will shine at only one-tenth the brilliance attained during its earlier approach in April. Mars remains in the evening sky until April 1983.

On the table, notice that Earth passes all three of these planets within a 26-day interval, beginning with Mars' opposition on March 30-31 and concluding with Jupiter's on April 25. An interesting result of this passage is *retrograde motion*. This occurs when a planet temporarily moves backward, or westward, against background stars. On the first two panels, Mars goes to the east, or left, approaching to within  $2.7^\circ$  of Saturn on February 23. This is the closest they will appear in 1982. Mars reaches a stationary point around that date, turns west, or right on the chart, retrograding away from Saturn and Spica until May 11. On the fourth panel, Mars reaches a second stationary point, then turns eastward, passing  $2.9^\circ$  south of Saturn on July 6. Continuing eastward, Mars passes  $1.4^\circ$  north of Spica on July 22. This is the closest these objects will appear in this century! Fin-

December 11, 1981	Jupiter *	* Saturn	Mars *
Morning sky		* Spica	
February 23, 1982	* Jupiter	Saturn * * Mars	
Morning Sky		* Spica	
March 30-31, 1982	* Jupiter	Saturn * * Mars	
All night		* Spica	
May 11, 1982	Jupiter *	Saturn *	Mars *
Evening sky		* Spica	
July 6, 1982	Jupiter *	* Saturn	* Mars
Evening sky		* Spica	
July 22, 1982	Jupiter *	* Saturn	Mars *
Evening sky		* Spica	
August 7, 1982	Jupiter *	* Saturn	* Mars
Evening sky		* Spica	
September 13, 1982	* Jupiter	* Saturn	* Mars
Evening sky		* Spica	

ily. Venus passes 2° south of Jupiter on August 7.

Look for these events in the sky. Locate them with the help of the Big Dipper, whose handle leads to Arcturus, the second brightest star in the sky.

From Arcturus, follow the line to Antares, an orange, 1st magnitude star. Next, look for Jupiter, the brightest object in the section of the sky between the planets Saturn and Spica. The other planets are the easiest to find.

than one quarter turn counterclockwise to match it with the four objects in the sky. When the planets are in the southwest, you won't need to tilt the chart. When they are in the southwest to west, rotate the chart slightly clockwise until it matches with Venus, Saturn, Jupiter, and Mars.

Also, the conjunction of Jupiter, Mars, and Saturn won't form a tighter grouping in the sky until early spring in the year 2000. One important reason not to miss this year's great planetary conjunction.

Robert C. Victor is an astronomer at the Auburn University, Auburn, State University, East Los Angeles.

### Bibliography

1. Thompson, L.G., and R.W. Sinnott, "On the Trail of the Jupiter Effect: Fear No Synchro," *Sky and Telescope*, September 1961, pp. 220-221.
2. Meese, J., "Planets, Stars, and Earthquakes," *Astronomy*, July-August 1970, pp. 72-76.

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## PLANETARY SUMMARY FOR 1982

Where to look for the planets in morning and evening twilight (about 1/2 hour before sunrise and 1/2 hour after sunset, respectively)

PLANET	MORNING TWILIGHT	EVENING TWILIGHT
MERCURY	February 10 to March 4 (low in ESE) October 10 to November 2 (low in E to ESE)	January 3 to 23 (low in WSW) April 20 to May 13 (low in WNW) December 20 to 31 (low in WSW)
VENUS	Last week of January to end of September (low in eastern sky; direction ranges from SE in March to ENE in July)	First half of January (low in WSW) Late December (setting in WSW)
MARS	January 2 (high SSW) to mid-April (setting in W)	Late March (rising in E) to December 31 (low SW)
JUPITER	January 1 (high SSE) to mid-May (setting in WSW) End of November (rising in ESE) to December 31 (low SE)	Mid-April (rising in SSE) to mid-October (setting in WSW)
SATURN	January 7 (high south) to late April (setting just S of W) Early November (rising in ESE) to December 31 (high SSE)	Early April (rising just S of E) to mid-September (setting in WSW)

### ADDITIONAL REMARKS:

VENUS best in evening sky on January 1 (of magnitude -4.2 and sets more than 2 hours after sunset); Venus best in morning in late February (at greatest brilliancy at magnitude -4.3 and rises more than 2 hours before sunrise). Venus most interesting telescopic view January through March (in crescent phase and appears large because close to earth).

OPPOSITION DATES (planet visible all night): MARS March 30, SATURN April 8, and JUPITER April 25. Each planet is then at its brightest magnitudes: Mars -2.2, Saturn +0.5, and Jupiter -2.0.

MARS, JUPITER, and SATURN fit within a 35° angle in the sky for 9 consecutive months, from December 21, 1981 (morning sky) to September 10, 1982 (evening sky). From July 5 to August 7, 1982 the angular spread of these three planets is only 15° in the evening sky. The Star Spica is within this planet grouping throughout the 9-month interval.

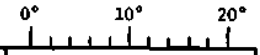
THREE PLANETS CAN BE VIEWED SIMULTANEOUSLY IN MORNING TWILIGHT from late January to mid-April. (PLANETS February 10-March 4)

FOUR PLANETS CAN BE SEEN SIMULTANEOUSLY IN EVENING TWILIGHT from April 20 to May 13.



# SKY CALENDAR FEBRUARY 1982

Use this scale to measure angular distances between objects on diagrams below.



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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p><b>VENUS THROUGH A TELESCOPE</b> shows a crescent, shrinking in size from about 1 to 0.6 arc-minute across and increasing from 5 to 28 percent full. At sunrise, phase is easy to see with 7X binoculars; dist upper right of Sun: Feb 1 19°; Feb 28 41°.</p> <p>End of evening twilight (about 1½ hours after sunset):</p>	<p>At sunset tonight, Moon is just over 90° east (left) of Sun and is just past First Quarter phase. Note Moon's shape is just over half full. Moon is in Aries tonight and in Taurus next two nights.</p> <p>End of evening twilight:</p>	<p>Evening (in mid-twilight, about ¾ hour after sunset):</p> <p>Aldebaran* in southeast</p> <p>End of evening twilight: (Moon will rise about 10-15 minutes later.)</p>	<p>Evening:</p> <p>Pleiades*</p> <p>Aldebaran*</p> <p>Moon</p> <p>Morning: Mercury is 11° lower left of Venus February 10-19.</p> <p>Venus*</p>	<p>Morning (in mid-twilight, about ¾ hour before sunrise):</p> <p>Venus*</p> <p>ESE</p> <p>For rest of month, all 5 bright planets (and 3 faint ones) are in morning sky. This and next two mornings, Moon joins Mars, Saturn, and Spica in Virgo. Jupiter is just east of border, in Libra.</p>	<p>Evening:</p> <p>Castor</p> <p>Pollux</p> <p>Moon in east, in Gemini</p> <p>Procyon*</p> <p>Morning:</p> <p>Moon in SW</p> <p>Jupiter in SSW</p> <p>Saturn*</p> <p>Spica*</p> <p>Mars</p>	<p>Evening:</p> <p>Castor</p> <p>Pollux</p> <p>Moon in Cancer</p> <p>Procyon*</p> <p>Morning:</p> <p>Moon</p> <p>Jupiter</p> <p>Saturn*</p> <p>Mars</p> <p>Spica*</p>
<p>Morning:</p> <p>Moon in Libra</p> <p>Jupiter</p> <p>Saturn*</p> <p>Spica</p> <p>Mercury gets lower each morning next 2 weeks.</p> <p>Morning:</p> <p>Venus*</p>	<p>One hour before sunrise: Moon in Libra.</p> <p>As Sun rises, note Moon is just over 90° west (right) of Sun and is approaching Last Quarter phase. Note Moon's shape is just over half full. Follow Moon for several hrs after sunup.</p> <p>Morning: From northern states, Moon rises less than ¼ hour before sunup and can't be seen.</p> <p>Morning:</p> <p>Mercury</p> <p>Old Moon</p>	<p>Morning: Mars 2.7° W of Saturn; their smallest separation in 1982.</p> <p>Jupiter</p> <p>Saturn*</p> <p>Mars</p> <p>Spica</p> <p>New Moon 4:13 p.m. EST (1:13 p.m. PST), not visible.</p> <p>Morning: Mars-Saturn still less than 3° apart; they'll be 16° apart in early May.</p> <p>Jupiter</p> <p>Saturn*</p> <p>Spica*</p>	<p>Morning: Venus at greatest brilliancy; rises 2.3 hours before sunup.</p> <p>Evening: Look early for very thin crescent Moon.</p> <p>Young Moon</p> <p>Morning: Mars-Saturn still less than 3° apart; they'll be 16° apart in early May.</p> <p>Jupiter</p> <p>Saturn*</p> <p>Spica*</p>	<p>Regulus at opposition, 180° from Sun and visible all night. This occurs about Feb 18 each year as Earth passes between Regulus and Sun. At dusk, Regulus is very low, just n of due east. In middle of night, it is high in south.</p> <p>Morning: Three planets span only 21° angle in the sky.</p> <p>Jupiter</p> <p>Saturn*</p> <p>Spica</p> <p>Mars</p> <p>This angle will grow to 34° by May 1, then shrink to 15° in July.</p> <p>Morning: Mercury at greatest elongation, 27° from Sun and 14° from Venus.</p> <p>Venus*</p>	<p>Morning: Three planets span only 21° angle in the sky.</p> <p>Jupiter</p> <p>Saturn*</p> <p>Spica</p> <p>Mars</p> <p>This angle will grow to 34° by May 1, then shrink to 15° in July.</p> <p>Morning: Mercury at greatest elongation, 27° from Sun and 14° from Venus.</p> <p>Venus*</p>	<p>Morning:</p> <p>Venus*</p> <p>Moon</p> <p>Mercury</p> <p>Six hours after sunset:</p> <p>Mars</p> <p>Saturn</p> <p>Spica</p> <p>Jupiter</p>

Magnitudes: Venus -3.9 to -4.4; Jupiter -1.6 to -1.8; Mars +0.3 to -0.5; Saturn +0.8 to +0.7; Mercury +1.1 (Feb 10) to +0.7 (Feb 15) to +0.3 (Feb 28). Motions: Sun, going eastward 1° per day, crosses from Capricornus into Aquarius on night of Feb 15-16. Mercury is stationary in Capricornus Feb 13, resumes direct motion, and ends Feb 10° farther east, in Aquarius. Venus, in Sagittarius, is stationary Feb 10 and resumes direct; it is 6° farther east at close of Feb. Mercury and Venus are 11° apart Feb 10-19, then spread to 15° apart by Feb 28. Mars and Saturn are in Virgo just northeast of Spica. Mars goes east 2° Feb 1-20, then begins to retrograde (move west); Saturn retrogrades 0.7° during Feb. Mars-Saturn are 5.2° apart on Feb 1. Mars passes 1.2° N of Theta Virgins Feb 6, then approaches within 2.7° W of Saturn Feb 23 (this event is called a quasi-conjunction because Mars does not pass Saturn), and then begins to pull away; see Feb 23, 28. Jupiter, just across the border in Libra, goes 0.8° eastward Feb 1-24, stopping 5° west of Alpha Librae and 17° e of Spica; begins retro-

Robert Victor and Jenny Pon

Subscription: \$3.50 per year, from Sky Calendar, Abrams Planetarium, Michigan State University, East Lansing, MI 48824. Sunrise/Sunset East Lansing: Feb 1 7:53a.m./5:51 p.m.; Feb 15 7:36 a.m./6:09 p.m.; Feb 28 7:16 a.m./6:26 p.m. EST.

PLANETS/LATE EVENING: MARS rises just S of E about 10:30pm local time Feb 1, shifting to 9pm by Feb 28; JUPITER rises within 2 hours later. See diagram for Feb 27.

# February Evening Skies

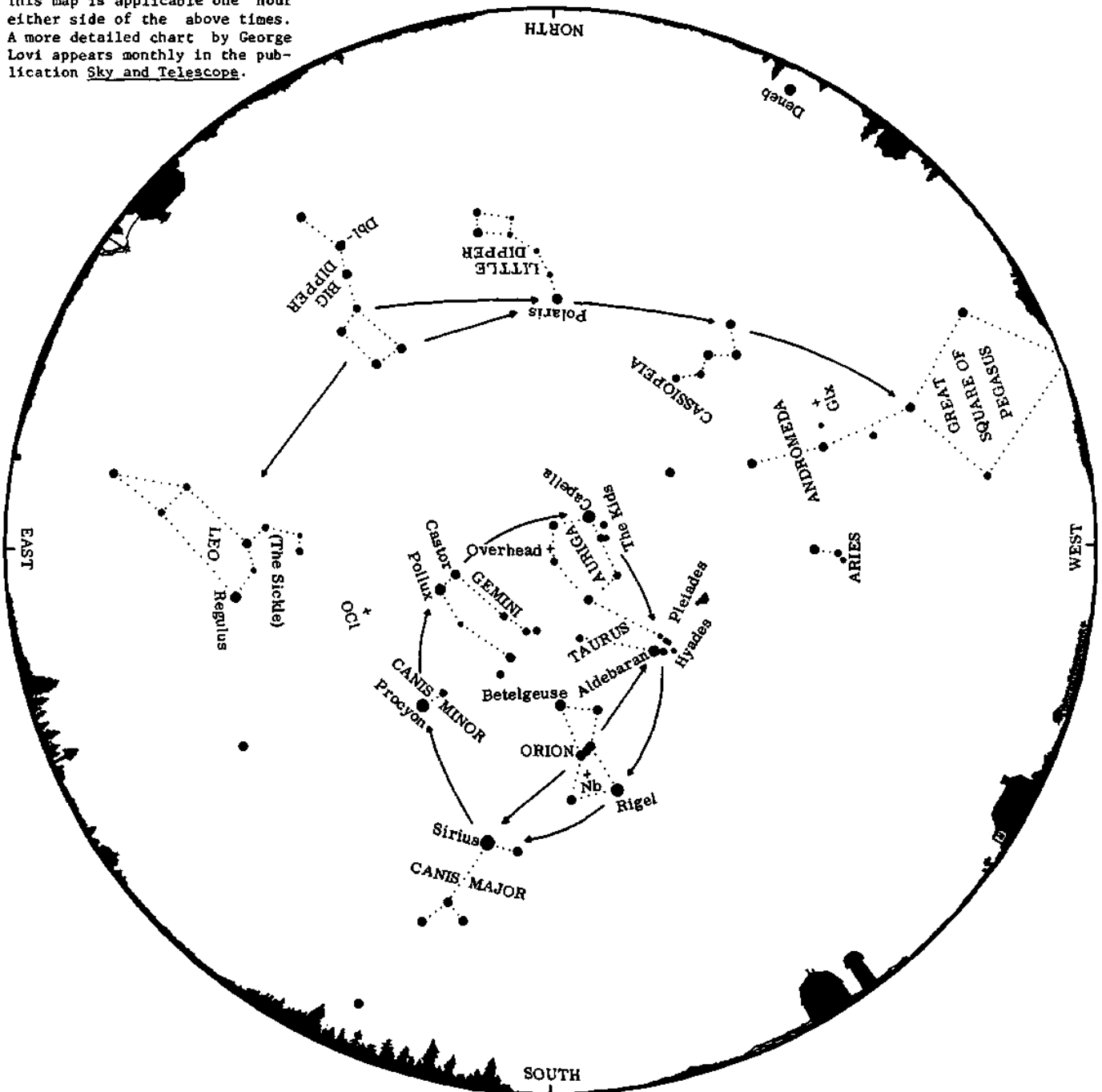
This chart is drawn for Latitude 40° North, but should be useful to stargazers throughout the continental United States. It represents the sky at the following local times:

Late January	10 p.m.
Early February	9 p.m.
Late February	8 p.m.
Early March	7 p.m.

This map is applicable one hour either side of the above times. A more detailed chart by George Lovi appears monthly in the publication Sky and Telescope.

*Evening Skies* appears monthly in *Science and Children*.

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The planets are not plotted on this map. Check the Sky Calendar for planet visibilities. At chart time 9 objects of first magnitude or brighter are visible. In order of brightness they are: Sirius, Capella, Rigel, Procyon, Betelgeuse, Aldebaran, Pollux, Deneb, and Regulus. In addition to stars, other objects that should be visible to

the unaided eye are labeled on the map. The double star (Dbl) at the bend of the handle of the Big Dipper is easily detected. The famous Orion Nebula, a cloud of gas and dust out of which stars are forming, is marked (Nb) in that constellation. The

open or galactic cluster (OC1) known as the "Beehive" can be located between the Gemini twins and Leo. The position of an external star system, called the Andromeda Galaxy after the constellation in which it appears, is also indicated (Glx). Try to observe these objects with unaided eye and binoculars.

—D. David Batch

# SKY CALENDAR MARCH 1982

Use this scale to measure angular distances between objects on diagrams below.  
 0°      10°      20°

CURRENT SKY INFORMATION:  
 Call (517)-332-STAR

Information for helping teachers and students observe the sky

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p><i>Morning and Evening diagrams show sky in mid-twilight, about 3/4 hour before sunrise and 3/4 hour after sunset, respectively, from latitude 40°N. Other diagrams, times noted.</i></p> <p>Evening: Moon in Leo tonight and next two evenings.</p>	<p>Evening: 1 Aldebaran Pleiades Moon in SW Regulus</p>	<p>Evening: 2 First Quarter Moon Aldebaran Pleiades</p> <p>How long does Moon take to orbit Earth? Hint: Moon passed Aldebaran earlier today; when will it do so again?</p> <p>Tonight Moon rises very nearly at sunset. For rest of week, Moon comes up about one hour later each night. Tonight, 1/4 hour after sunset:</p>	<p>Morning: If you can see Mercury, then 5 bright planets are visible. See Mar 6 for planets in SW.</p> <p>Mercury</p>	<p>Evening: 4 Castor Pollux Moon in SE Procyon</p>	<p>Evening: 5 Castor Pollux Moon in ESE Procyon</p>	<p>Morning: 6 Face southwest. Jupiter Saturn Note faint star θ Vir 1 1/2° south of Mars. Spica</p> <p>4 1/2 hours after sunset: Mars Saturn Jupiter in Libra. Spica Jupiter</p>
<p>Morning: Mercury 14 higher, still visible from southern states. Look 23° lower left of Venus.</p> <p>Mercury rising</p>	<p>Morning: 15 Moon Antares</p>	<p>Morning: 16 Moon Antares</p>	<p>Moon at 17 Last Quarter phase, 90° (or one-quarter circle) to west of Sun in morning sky. Face south at sunrise. If you observe before sunup, you will see the Moon among the stars of the constellation Ophiuchus.</p>	<p>Today and tomorrow the Moon is in Sagittarius, the southernmost of the zodiac constellations. Accordingly, the Moon rises farthest south these two mornings. Look for Moon in southeast about 3 to 4 hours before sunrise.</p> <p>New Moon, 5:17 a.m. E.S.T. (2:17 a.m. P.S.T.), not visible. For the rest of March, the Moon will set over an hour later each night.</p>	<p><i>FOLLOW CHANGES IN THE POSITION AND PHASE OF THE MOON with a 12-page study guide containing many diagrams, activities, and answers. Send \$1 to MOON PHASE GUIDE, c/o address below. It's a good activity for ASTRONOMY DAY, May 1, 1982.</i></p> <p>Evening: Moon, 26 in ascending part of zodiac, sets farther north each night, as does the Sun.</p> <p>Young Moon in Pisces</p>	<p>Evening: 20 Equinox. Sun, directly over Earth's equator, rises nearly due east and sets nearly due west. Spring begins in Earth's northern hemisphere. It's a good time of year to make weekly observations of position of setting Sun.</p> <p>J Moon in Aries</p> <p>Note earthshins on Moon's dark side. Beautiful sight!</p>
<p>Morning: 21 Venus Moon</p>	<p>Morning: 22 Venus Moon</p>	<p>Moon comes up just before Sun, so is hard to see. Use binoculars 1/2 hour before sunup.</p> <p>Old Moon</p>	<p>Mars is now retrograding (moving west) 0.4° per day. Nightly changes in its position will be easy to detect next week, as the planet goes only 0.2° north of γ Vir on April 1.</p> <p>2 1/2 hours after sunset: Note 3rd-mag star 0.3° from Mars.</p> <p>Saturn Spica</p> <p>Moon at First Quarter tonight.</p>	<p>Evening: Moon, 26 in ascending part of zodiac, sets farther north each night, as does the Sun.</p> <p>Young Moon in Pisces</p>	<p>Evening: 27 Moon in Aries</p> <p>Note earthshins on Moon's dark side. Beautiful sight!</p>	<p>Evening: 28 Aldebaran in MSW Hyades Pleiades Moon in Taurus</p>
<p>Evening: 28 Aldebaran in MSW Hyades Pleiades Moon in Taurus</p>	<p>Evening: Moon 29 passes Aldebaran. See March 2. Moon in Taurus Ald. Pleiades Lunar cycles: Sidereal period 27.3 days; synodic 29.5 days. See Mar 2, 29, 31.</p>	<p>1 1/2 hours after sunset: Mars (at opposition tonight, 180° from Sun and visible all night) Saturn Spica</p>	<p>2 1/2 hours after sunset: Note 3rd-mag star 0.3° from Mars. Saturn Spica Moon at First Quarter tonight.</p>	<p>MORNING PLANETS: Brilliant VENUS rises in ESE about 2 hours before sunup. Look for MERCURY to its lower left early in month (see March 3, 14). In the southwestern sky in mid-twilight are bright JUPITER and an obtuse triangle formed by MARS, SATURN, and Spica to its lower right (see March 6). THREE PLANETS can also be seen DURING EVENING HOURS: MARS rises nearly due east 3 hours after sunset March 1, at end of twilight around March 15, and is already up at dusk at month's end. SATURN follows closely on the heels of Mars, within 3° of it on March 1, increasing to 9° by March 31. Don't confuse Saturn with dimmer Spica, 5° or 6° away. JUPITER rises within 5 hours after sunset March 1, decreasing to just over 2 hours after sunset by March 31.</p>	<p>Evening: 29 passes Aldebaran. See March 2. Moon in Taurus Ald. Pleiades Lunar cycles: Sidereal period 27.3 days; synodic 29.5 days. See Mar 2, 29, 31.</p>	<p>1 1/2 hours after sunset: Mars (at opposition tonight, 180° from Sun and visible all night) Saturn Spica</p>

*Magnitudes:* Venus -4.3 to -4.0; Jupiter -1.8 to -2.0; Mars -0.5 to -1.2; Mercury (March 1-14) +0.3 to 0.0; Saturn +0.7 to +0.5. *Notations:* Sun, going eastward 1° per day, crosses from Aquarius into Pisces on night of Mar 11-12. Venus goes 25° eastward during March. In Sagittarius on March 1 and 2, it spends the rest of the month in Capricornus and sw "tab" of Aquarius. *Mars, Jupiter, and Saturn* are all retrograding (going westward), by 9°, 1.9°, and 2.0°, respectively. It is especially easy to notice the motion of Mars; it passes 1.5° N of Theta in Virgo on Mar 6, and 0.5° N of Gamma on April 1. *Mars* increases its separation from Saturn from 3° to 9°, and from Spica from 7° to 14°. *Jupiter*, in Libra, increases its separation from 3rd-mag Alpha from 4.6° to 6.5°, and decreases its distance from Spica from 17° to 15°. *Saturn*, in Virgo, increases distance from Spica from 5.2° to 6.3°. This month the total length of the Mars-Saturn-Jupiter gathering expands from 22° to 28°. *Telescopic views:* Venus a crescent, 0.3 to 0.5 full. Saturn ringlit 12°. Mars 1/3 Jupiter's size.

This chart is drawn for Latitude 40° North, but should be useful to stargazers throughout the continental United States. It represents the sky at the following local times:

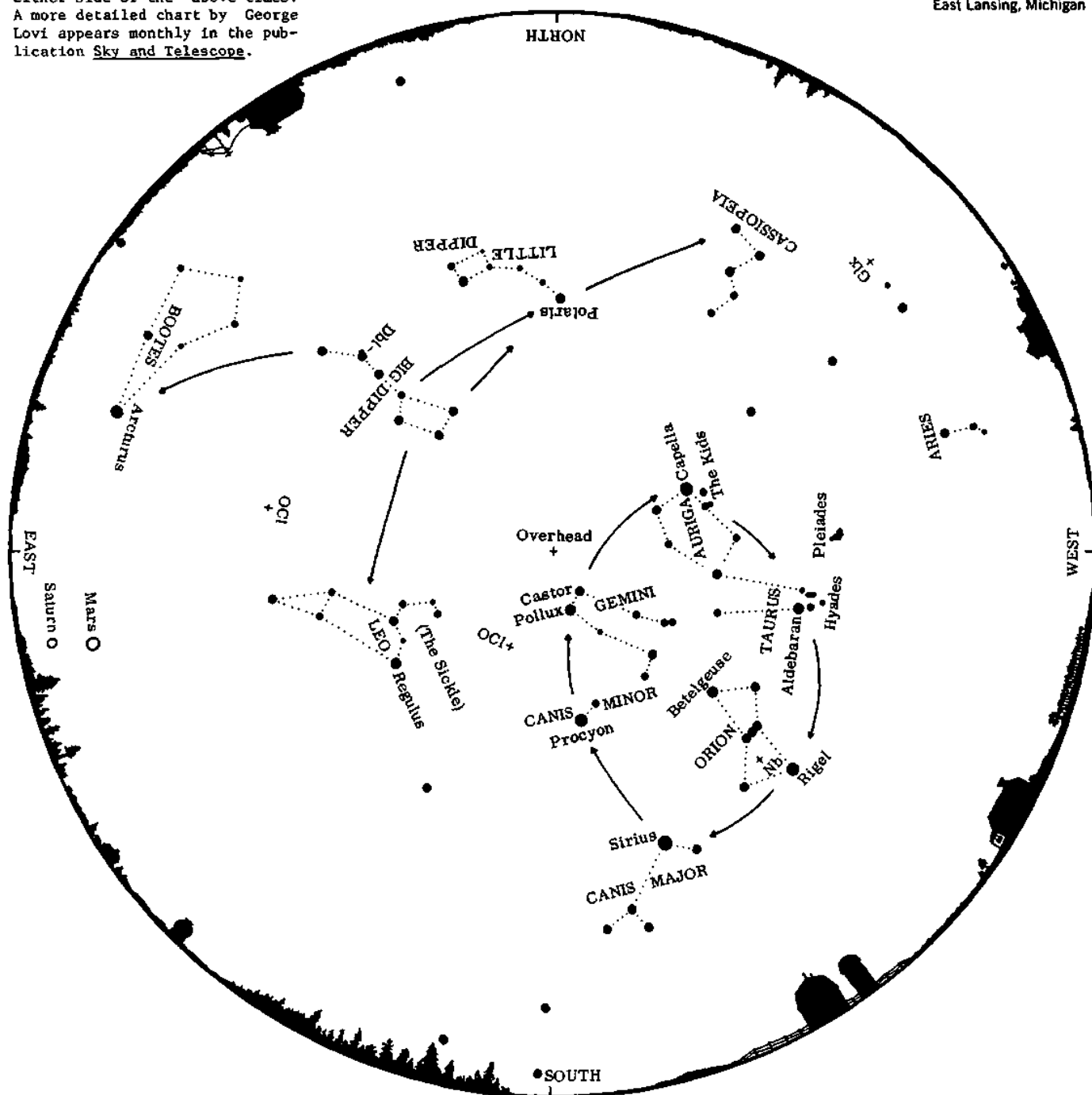
Late February 10 p.m.  
 Early March 9 p.m.  
 Late March 8 p.m.

This map is applicable one hour either side of the above times. A more detailed chart by George Lovi appears monthly in the publication *Sky and Telescope*.

# March Evening Skies

*Evening Skies* appears monthly in *Science and Children*.

Abrams Planetarium  
 Michigan State University  
 East Lansing, Michigan



The planets Mars and Saturn are plotted for mid-March 1982. At chart time 11 objects of first magnitude or brighter are visible. In order of brightness they are: Sirius, Mars, Arcturus, Saturn, Betelgeuse, Aldebaran, Pollux, and Regulus. In addition to stars, other objects that should be visible to

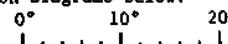
the unaided eye are labeled on the map. The double star (Dbl) at the bend of the handle of the Big Dipper is easily detected. The famous Orion Nebula, a cloud of gas and dust out of which stars are forming, is marked (Nb) in that constellation. The open or galactic cluster (OC1) known as the "Beehive" can be located between the Gemini twins and Leo.

Coma Berenices, "The hair of Berenice", is another open cluster (OC1), between Leo and Boötes. The position of an external star system, called the Andromeda Galaxy after the constellation in which it appears, is also indicated (Glx). Try to observe these objects with unaided eye and binoculars.

--D. David Batch

# SKY CALENDAR APRIL 1982

Use this scale to measure angular distances between objects on diagrams below.



CURRENT SKY INFORMATION:  
Call (517)-332-STAR

Information for helping teachers and students observe the sky

**Magnitudes:** Venus -4.0 to -3.7; Jupiter -2.0; Mars -1.2 to -0.7; Saturn +0.5 to +0.6; Mercury Apr 20 -1.5; Apr 25 -0.8; Apr 30 -0.5. **Motions:** Sun goes 29° east, and crosses from Pisces into Aries on Apr 18. Venus goes 32° east, from Capricornus through Aquarius into Pisces. Mars, Jupiter, and Saturn are all retrograding (moving westward), by 9°, 5.6°, and 2.2°, respectively. Match the motion of Mars past stars in Virgo; see Apr 1, 2, 15. Match Mars increase its separation from Saturn from 9° to 16°, and from Spica from 14° to 23°. Jupiter crosses from Libra into Virgo, passes Lambda Virginis from Saturn from 9° to 16°, and decreases its separation from Spica from 15° to 12°. Saturn passes Theta Virginis on Apr 21 (see Apr 17), and increases its separation from Spica from 6.3° to 7.9°. In April the total length of the Mars-Saturn-Jupiter gathering expands slightly, from 28° to 34°. Mercury goes east 2.0° per day around Apr 21, slowing to 1.5° per day around May 1. In those 10 days, Mercury goes from Aries into Taurus, and passes 2° south of the Pleiades. See April 30.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p><b>EVENING PLANETS:</b> Bright reddish MARS adorns the east to southeast at dusk. JUPITER, even brighter, is roughly 30° east of (below) Mars, and so rises later, about 2 hours after sunset Apr 1, and around sunset on date of its opposition, Apr 25. About midway between these two most prominent evening planets lie SATURN and Spica, 6° to 8° apart. Use the diagrams on this calendar to identify these four bright objects. A fourth planet, MERCURY, becomes visible in evening mid-twilight (about 3/4 hour after sunset) by Apr 20. Look very low WNW, to lower right of Aldebaran. Its distance from that star is 29° on Apr 20, close of twilight and is very easy to observe.</p> <p>Evening: 4 Moon ○ *Regulus Mars nearest Earth tonight. Distance: 95 million km (59 million miles). At year's end, Mars will be only one-tenth as bright as now.</p> <p>Mercury at 11 superior conjunction (beyond Sun). Next week it will emerge into the evening sky. When will you first see it?</p> <p>Apr 18, evening: Mars *</p> <p>Morning: 19 Venus * Saturn Spica</p> <p>Evening: 25 Aldebaran Pleiades Moon Jupiter at opposition. Mercury</p>	<p>Mars will again 5 be close to Earth in May 1984, July 1986, and September 1988. At each successive approach until 1988, Mars will be closer and brighter.</p> <p>Morning: Moon Tues Apr 13 Antares SSW</p> <p>Morning: 20 Venus * Moon ESE</p> <p>Evening: 26 Moon Aldebaran Pleiades Mercury WNW</p>	<p>Evening: 6 Moon ○ *Mars Saturn Spica * E ESE</p> <p>Spica at opposi- 13 tion, 180° from Sun and visible all night. This occurs about Apr 13 each year as Earth passes between Spica and Sun. At dusk, Spica is very low in ESE. Don't confuse it with planets; see April 9, 18.</p> <p>Morning: 20 Venus * Moon ESE</p> <p>Tuesday 27, evening: Mars *</p> <p>Evening: 28 Castor Pollux Moon Procyon</p>	<p><b>MORNING PLANETS:</b> MARS, JUPITER, and SATURN remain in view for most or all of night. Rotate diagram for Apr 9, 18, or 27 about 90° clockwise to show their orientation in western sky as morning twilight begins. VENUS has then just risen, s of east.</p> <p>Evening: 7 Mars * Full Moon ○ Saturn Spica * E ESE</p> <p>Once Mercury 14 becomes visible (about a week from now), there will be four bright planets visible at once in the evening sky. Use diagrams for the latter part of April to locate them. Four planets are also visible in morning.</p> <p>Morning: 21 Binoculars will help you locate thin crescent Moon in bright twilight. Venus * Old Moon E ESE</p> <p>Evening: 28 Castor Pollux Moon Procyon</p>	<p>Morning: 1 Venus reaches its greatest angular dist from Sun for 1982, 46°. ESE</p> <p>Morning and evening: 1 Mars 0.2° N of 3rd-mag star Gamma Virginis.</p> <p>Evening: 8 Mars * Saturn at opposition, visible all night. Saturn Moon ○ Spica E ESE</p> <p>Look at the 15 planets nightly, and watch them retrograde! Tonight Mars, going 0.3° per day, passes 1.1° N of 4th-mag Eta Virginis. Jupiter, crawling at just over 0.1° per day, passes 1.0° N of 4th-mag Lambda Virginis.</p> <p>*Sirius Look for these stars each evening. Keep records, and determine the last date you can see each star. SW WSW W</p> <p>Evening: 29 Moon Moon, nearing First Quarter, will have passed that phase by tomorrow evening. Procyon</p>	<p>This is a good 2 month to study retrograde motion. Between April 1 and 15, watch Mars go from γ to η Virginis. See Apr 15, 17.</p> <p>End of evening 9 twilight (about 1 1/2 hours after sunset): *Mars Saturn Spica Jupiter ESE Moon</p> <p>Last Quarter; 16 Moon 90° west of Sun in morning sky. New Moon 23 3:29 p.m. E.S.T. (12:29 p.m. P.S.T.) Betelgeuse</p> <p>Orion's belt Aldebaran Hyades Pleiades Rigel Young Moon Mercury WNW</p> <p>Evening: Use 30 binoculars to see Pleiades 2° N of Mercury. Aldebaran Mercury WNW</p>	<p>Evening 3 (mid-twilight): Moon in SE Regulus</p> <p>Next week, on 10 the night of April 12, Jupiter will retrograde from Libra back into Virgo. Then three bright planets and a bright star will appear within that constellation until mid-August, when Mars will leave Virgo.</p> <p>Next week Saturn, 17 retrograding less than 0.1° per day, drifts very slowly past Theta Virginis. (Saturn is 1.0° N of Theta on Apr 21.) It may take several days for you to notice Saturn's motion.</p> <p>Saturday Apr 24, evening: Mercury easy!</p> <p>SATURDAY, MAY 1 is NATIONAL ASTRONOMY DAY. Participate in the activities planned by your local astronomy club, planetarium, observatory, or group of amateur or professional astronomers. Uranus will pass between double star that weekend.</p>

Robert Victor and Jenny Pon

Subscription: \$3.50 per year, from Sky Calendar, Abrams Planetarium, Michigan State University, East Lansing, MI 48824.  
Sunrise/Sunset East Lansing: Apr 1 6:21/19:04; Apr 12 6:02/19:16; Apr 24 5:43/19:30 EST; Apr 30 6:34/20:37 (= 8:37 p.m.) EDT.

# April Evening Skies

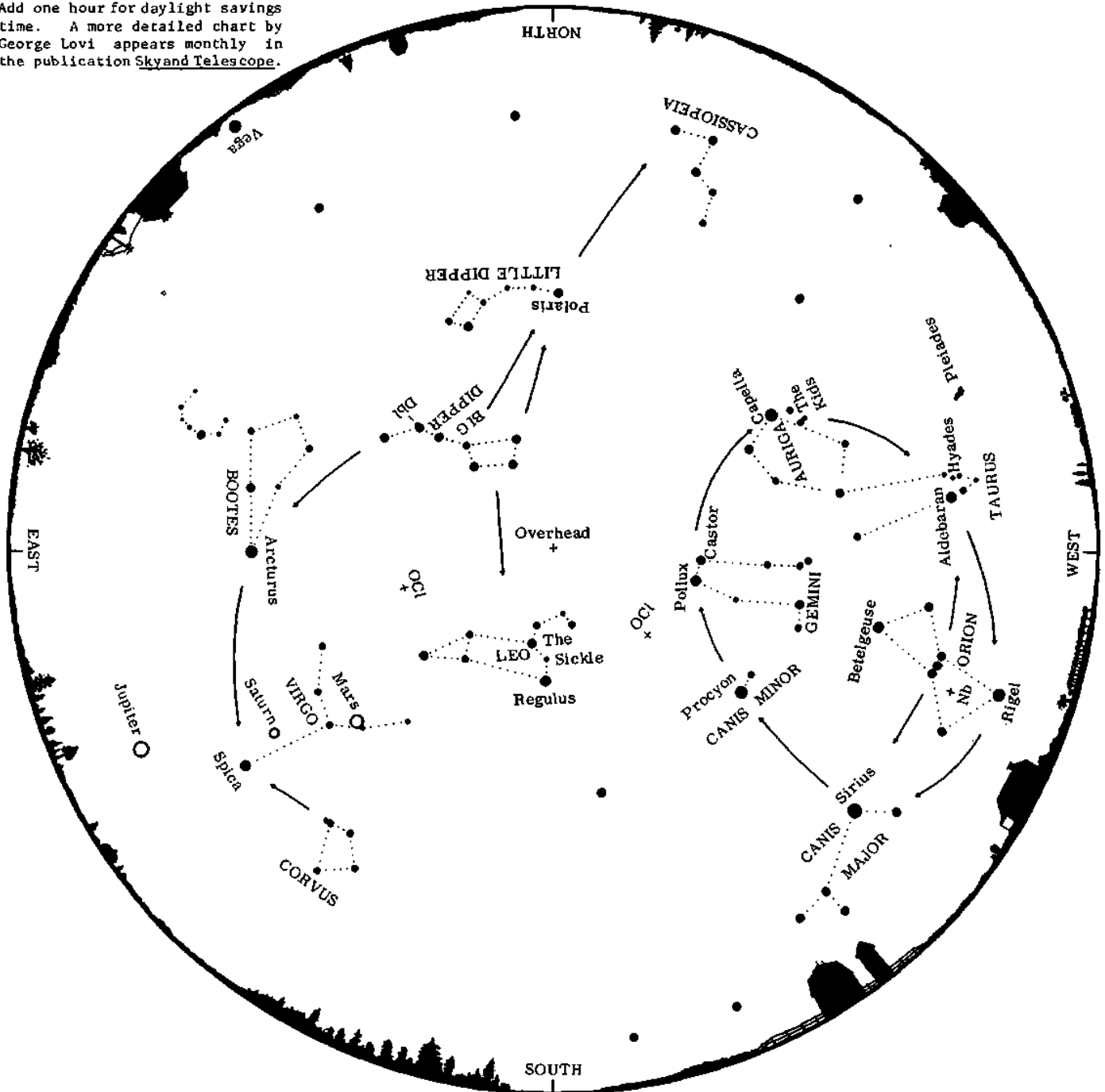
Evening Skies appears monthly  
in *Science and Children*.

Abrams Planetarium  
Michigan State University  
East Lansing, Michigan

This chart is drawn for Latitude 40° North, but should be useful to stargazers throughout the continental United States. It represents the sky at the following local times:

Late March 10 p.m.  
Early April 9 p.m.  
Late April 8 p.m.

This map is applicable one hour either side of the above times. Add one hour for daylight savings time. A more detailed chart by George Lovi appears monthly in the publication *Sky and Telescope*.



The planets Mars, Jupiter, and Saturn are plotted for mid-April 1982. At chart time 14 objects of first magnitude or brighter are visible. In order of brightness they are: Jupiter, Sirius, Mars, Arcturus, Vega, Capella, Rigel, Procyon, Saturn, Betelgeuse, Aldebaran, Spica, Pollux, and Regulus.

In addition to stars, other objects that should be visible to the unaided eye are labeled on the map. The double star (Dbl) at the bend of the handle of the Big Dipper is easily detected. The famous Orion Nebula, a cloud of gas and dust out of which stars are forming, is marked (Nb)

in that constellation. The open or galactic cluster (OC1) known as the "Beehive" can be located between the Gemini twins and Leo. Coma Berenices, "The hair of Berenice", is another open cluster (OC1), between Leo and Bootes. Try to observe these objects with unaided eye and binoculars.

--D. David Batch

6 Oakhill Avenue Greensburg, Pennsylvania 15601

4-1-82 PA  
Phone 412-838-7768

PA  
US0401-1982-0001 UFO Sighting Report Form

This information is important in helping to find an answer to these mysteries. Please complete this form carefully, and return it promptly to the above address. Thank you.

Name: A. G. HOUSTON Date filled out: 4-17-82

Address: RD. 2 BOX 404 WEST SUNBURY, PA. 16061

Phone: (412) 637-2682 (MOBILE LIST) Occupation: FURNACE TENDER

Location where sighting took place NORTH WASHINGTON PA.

closest town/city: NORTH WASHINGTON County of: BUTLER

Date of Sighting: 4-1-82 Time 7:15-8:00 (AM) (PM)

How many witnesses were there including yourself? 3 Please list their names and address for us. DAN HAGEMAN, TERRI MY WIFE, AND MY SELF

What was the witness(es) doing at the time of sighting? CAR RELATED ACTIVITY

What direction were the object(s) traveling? STATIONARY & WESTWARD

How many objects were seen, and what did they look like? please describe. ONE

OBJECT, TRIANGULAR IN SHAPE LOOKING UP AT BOTTOM OF CRAFT

Approximate altitude of the object: 250-300 FEET

Give an indication of the size of the object. Compare it to something you are familiar with. U.S.S. COLUMBIA (SPACE SHUTTLE)

What color was the object? GRAY Was the entire object the same color? YES

If not please explain: \_\_\_\_\_ Did the object appear solid? YES

Did the object give off light? YES If so, how bright was it and did the brightness remain at the same intensity? LIGHTS ON CRAFT WERE SOFT, SAME INTENSITY

Were any flashing lights visible? YES Did the object appear steady, or did it appear to wobble? STEADY Please describe: \_\_\_\_\_

Was there any smoke, flame or exhaust visible at any time? YES

Did the object move continually, or did it at any time stop or hover? Please explain. MOVED CONTINUALLY AFTER INITIAL MOVE

How long did you observe the object(s)? 45 MINUTES

Was there any indication of intelligent control of the object? Please explain: NO

Were any physical markings or residue found at the scene? Explain, and indicate if any samples are available for analysis: I DID NOT LOOK

Were you moving in a vehicle when you observed the object? NO If so did you stop at any time to watch it? \_\_\_\_\_

What were the weather conditions at the time of the sighting? CLEAR

Approximate temperature at the time of sighting? 50-55 °F

Did the object create any sound? NO If so please describe: \_\_\_\_\_

Did the object at any time, emit a beam or shower of sparks? YES If so please describe: \_\_\_\_\_

AT TIME OF INITIAL MOVE, IT DISPERSED TO OBJECTS SIMILAR TO FALLING STAR

Do you feel the object was intelligently controlled? If so please explain NO

If more than one object, did they keep a formation Please describe: \_\_\_\_\_

Did you notice any change in your body temperature during the observation? NO

Did you notice any unusual odor or smell? If so describe NO

Was there any loss of power or other electrical interference at the time of the sighting?

DONT KNOW If so please describe: OUTSIDE AT THE TIME

Was there any radio or TV interference noted? YES describe: SLOWLY PICTURE

Was there any unusual animal behavior? If so describe: NO

Was the object (s) observed through any optical device? If so what type of instrument and what magnification? TELESCOPE 60X

Did you see any form of life in the area of, or emerge from the UFO? If so please describe and sketch on back showing any details you saw: NO

Have you had any period of time you can't account for? NO Please explain: \_\_\_\_\_

Have you had any unusual or reoccurring dreams after your sighting? If so describe: NO

Did you notice any burning, itching or tearing of eyes, during or after the observation? please explain NO

Have you noticed any unexplained bruises or scars on your body? If so please explain NO

Did you experience any other physical discomfort during or after the observation? Please explain: NO

Do you wear glasses or contact lenses? If so were you wearing them at the time of the sighting? YES Do you have knowledge of Astronomy? NO

Have you ever seen a UFO before? NOT SURE If so when and what did you see? \_\_\_\_\_



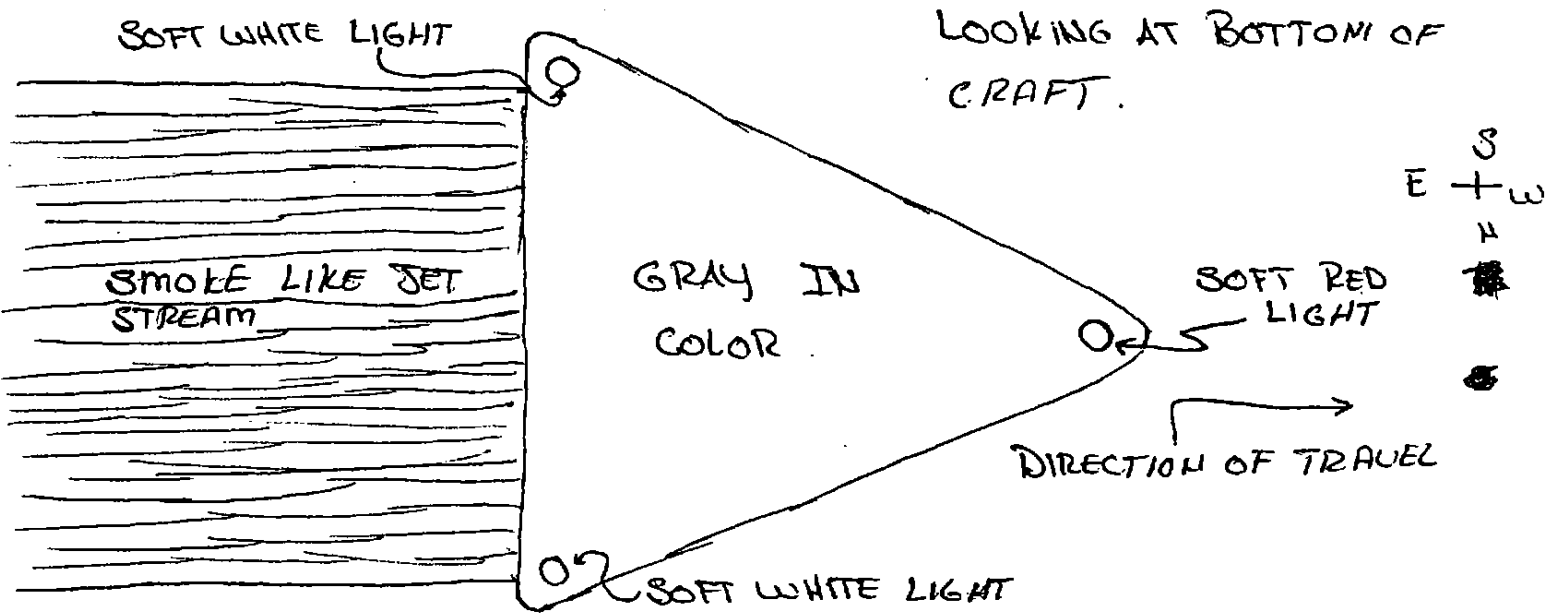
Do you report the sighting to any agency? If so state agency's name and whether they conducted an investigation: NO

After reporting the sighting, did any one question you about the sighting? \_\_\_\_\_ If so who was the person? \_\_\_\_\_

Are there any military installations, water reservoirs, power stations, or power lines in the area where the sighting occurred? YES Describe WATER, & POWER LINES

In the following space please draw a sketch of what you saw. Please use additional paper if necessary. Indicate with arrows any features and show any details that were apparent. Please indicate any colors that could be seen.

(Sketch by witness)



Were any photographs taken? If so please enclose the photo or negatives for us to study. These will be returned if you wish: NO

Use this section and the back page to describe in your own words details of the experience. Start at the beginning and include all details no matter how unimportant they may seem to you. This is actually the most important section of this form.

WELL, LETS SEE, IT ALL STARTED WHEN HOLLY, DAN'S WIFE, AND TERRI, MY WIFE CAME HOME, TO DAN'S HOUSE, FROM THEIR AEROBICS CLASS. MY WIFE, TERRI, CAME INTO THE THE HOUSE COMPLAINING THAT THE BOTTOM OF HER PURSE WAS WET. EARLIER THAT EVENING SHE HAD STOPPED AND PURCHASED A GALLON OF WASHER FLUID FOR OUR VOLKSWAGON MODEL 36 SQUARE BACK. AT SOME POINT THE CONTAINER HAD FALLEN OVER AND ABOUT 75% OF THE CONTENTS LEAKED OUT AND CAUSED THE BOTTOM OF HER PURSE TO BECOME SATURATED.

ase continue your narrative description on this page: I THOUGHT SINCE ONLY ONLY 25% OF THE FLUID REMAINED I MAY AS WELL PUT IT IN THE CAR. IT WAS AT THIS TIME DAN & I WENT OUTSIDE. STEPPING OFF THE PORCH LOOKING EAST INTO THE SKY, DAN COMMENTED AT THE STRANGE STAR IN THE SKY. I THOUGHT TO MYSELF AND THEN RELATED TO DAN THAT I WASN'T SURE IT WAS A STAR. IT SEEMED TO HAVE A RED FLASHING EFFECT. SO WE WENT ON ABOUT OUR ORIGINAL PURPOSE FOR GOING OUT IN THE FIRST PLACE. I LIFTED THE COMPARTMENT LID TO INSTALL THE FLUID AND FOUND I NEEDED SOME ADDITIONAL LIGHTING. WE HAPPENED TO LOOK INTO THE SKY AND THE STAR OR WHAT WE HAD THOUGHT WAS A STAR HAD DOUBLED IT'S ALTITUDE. I REALIZE THAT STARS LIKE THE SUN & THE MOON RISE IN THE EAST AND SET IN THE WEST BUT THIS DRASTIC AMOUNT OF ACCENT IN SUCH A SHORT PERIOD OF TIME WASN'T NATURAL. SO WE CONTINUED WITH THE CAR. AS I STATE EARLIER IN THIS

If you need more space please continue on back or use additional paper.

STATEMENT

" I declare the above to be a full and true account of my experience, to the best of my knowledge and belief."

(1) My name may be used in conjunction with this study, and in serious publications resulting therefrom."

Howard O. Houston 4-17-82  
(SIGNATURE) (DATE)

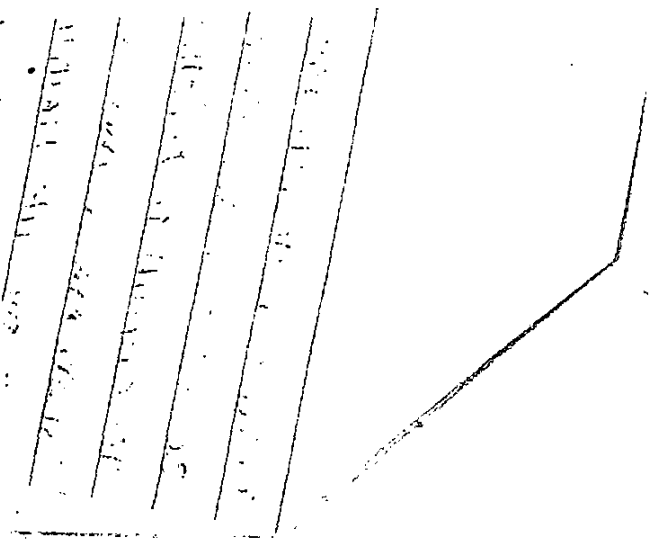
(2) " I prefer to remain anonymous."

\_\_\_\_\_  
(SIGNATURE) (DATE)

If you have had any other type of strange or unexplained experience in your life which may or may not be related to your UFO sighting please give details.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

REPORT I NEEDED ADDITIONAL LIGHTING. SO AS OPPOSED GOING IN THE HOUSE TO OBTAIN A FLASHLIGHT DAN STARTED HIS JEEP AND TURNED ON HIS HEADLIGHTS TO GIVE ME THE LIGHTING I NEEDED. THIS WAS WHEN THE WHOLE EXPERIENCE REALLY STARTED TO DEVELOPE. AS SOON AS DAN TURNED HIS HEAD LIGHTS ON, THE OBJECT STARTED TO APPROACH TOWARD US. AT THIS TIME DAN TURNED OUT THE HEADLIGHTS AND THE CRAFT BACKED OFF. WHEN THIS HAPPENED DAN WENT IN THE HOUSE TO GET HIS TELESCOPE. HE CAME BACK OUT AND THE CRAFT WAS POSITIONED IN ABOUT ITS ORIGINAL SPOT. SO WE TURNED THE LIGHTS BACK ON AND THE CRAFT AGAIN START TO APPROACH US AND THIS TIME CONTINUED TO APPROACH US. WE TRIED TO CAPTURE THE CRAFT IN THE LENS OF THE TELESCOPE BUT ALL ATTEMPTS WE FUTILE. WE PUT THE



TELESCOPE ASIDE AND JUST WATCHED AS THE CRAFT SLOWLY PASSED ALMOST DIRECTLY OVER OUR HEADS. AS STATED EARLIER, THE CRAFT WAS MOVING IN A WESTWARD DIRECTION. THE WESTERN SECTION OF THE SKY WAS STILL LIGHT ENOUGH DO TO THE RECENT SUNSET TO MAKE OUT THE EXACT SHAPE OF THE CRAFT WHICH WAS SKETCHED FOR ~~THE~~ THIS REPORT. I BELIEVE THE CRAFT MAY HAVE BEEN CONTENT TO OBSERVE US MAYBE A LITTLE LONGER IF IT HAD NOT BEEN WHAT I BELIEVE "SPOOKED" BY A COMMERCIAL JET LINER, WHICH PASSED BY SHORTLY AFTER OUR "UFO" DID. THIS IS THE MOST DETAILED ACCOUNT OF WHAT HAPPENED TO DAN HAGEMAN, MY WIFE TERRI, AND MYSELF ON APRIL 1, 1982 BETWEEN 7:15 PM AND 8:00 PM. THAT I CAN RECALL. IF I OR MY WIFE CAN BE OF ANY FURTHER

ASSISTANCE, DONT HESITATE TO  
CONTACT ME BY MAIL. YOU HAVE MY  
ADDRESS IN THIS REPORT. I HOPE  
THAT I HAVE BEEN HELPFULL IN  
YOUR INVESTIGATION.

6 Oakhill Avenue Greensburg, Pennsylvania 15601 Phone 412-838-7768

PA  
US 0401-1982-0002 UFO Sighting Report Form

This information is important in helping to find an answer to these mysteries. Please complete this form carefully, and return it promptly to the above address. Thank you.

Name: Daniel John Hageman Date filled out: 4-15-82

Address: RD1 Petrolia Pa 16050

Phone: my mothers 412 2874212 Occupation: unemployed

Location where sighting took place OVER POWER LINES IN back yard Near woods closest town/City: North Washington Butler County of: Butler

Date of Sighting: April 1 1982 Time 7:15 (AM) (PM)

How many witnesses were there including yourself? 2 Please list their names and address for us. Howard and Terry Houston West Sunbury

What was the witness(es) doing at the time of sighting? going out to my driveway

What direction were the object(s) traveling? None at first it remained stationary

How many objects were seen, and what did they look like? please describe. at first one

It looked like a very bright spot light it would get bright then dim then bright  
Approximate altitude of the object: about Tree Top Level at first then 250 to 300 feet

Give an indication of the size of the object. Compare it to something you are familiar with: very large from the ground it looked like a softball rock only larger as it passed over us we were looking straight up at the object

What color was the object? gun metal grey Was the entire object the same color? yes

If not please explain: \_\_\_\_\_ Did the object appear solid? yes

Did the object give off light? yes If so, how bright was it and did the brightness remain at the same intensity? at first it appeared very bright then dim this is how it was above the trees when it started to move the brightness remained the same very bright

Were any flashing lights visible? yes Did the object appear steady, or did it appear to wobble? steadily Please describe: as it moved it did not move as a plane would

Was there any smoke, flame or exhaust visible at any time? as it passed overhead it seemed to give off a mist this came from the back section

Did the object move continually, or did it at any time stop or hover? Please explain. at first it hovered went straight up then moved across the sky very fast

How long did you observe the object(s)? about 45 mins.

Was there any indication of intelligent control of the object? Please explain: I feel very strongly that there was but could have been controlled otherwise

Were any physical markings or residue found at the scene? Explain, and indicate if any samples are available for analysis: No we did not look for any or disturb the area

Were you moving in a vehicle when you observed the object? No If so did you

What were the weather conditions at the time of the sighting? It was a very clear night

Approximate temperature at the time of sighting? between 50° or 52°

Did the object create any sound? NO If so please describe: \_\_\_\_\_

Did the object at any time, emit a beam or shower of sparks? yes If so please describe as

object started to move sparks or lights left the object

Do you feel the object was intelligently controlled? If so please explain I fill that

It could have been

If more than one object, did they keep a formation Please describe: NO

Did you notice any change in your body temperature during the observation? I felt a tingling sensation from my head to my toes I never had this feeling before

Did you notice any unusual odor or smell? If so describe NOT SURE WAS VERY EXCITED

Was there any loss of power or other electrical interference at the time of the sighting?

Not Sure If so please describe: I was out side

Was there any radio or TV interference noted? yes describe: phoner got snowy

Was there any unusual animal behavior? If so describe: not sure

Was the object (s) observed through any optical device? If so what type of instrument and what magnification? yes telescope 60x

Did you see any form of life in the area of, or emerge from the UFO? If so please describe and sketch on back showing any details you saw: Not

Have you had any period of time you can't account for? NO Please explain: \_\_\_\_\_

Have you had any unusual or recurring dreams after your sighting? If so describe: yes

Did you notice any burning, itching or tearing of eyes, during or after the observation? please explain NO

Have you noticed any unexplained bruises or scars on your body? If so please explain NO

Did you experience any other physical discomfort during or after the observation? Please explain: diarrhea & headache

Do you wear glasses or contact lenses? If so were you wearing them at the time of the sighting? NO Do you have knowledge of Astronomy? YES

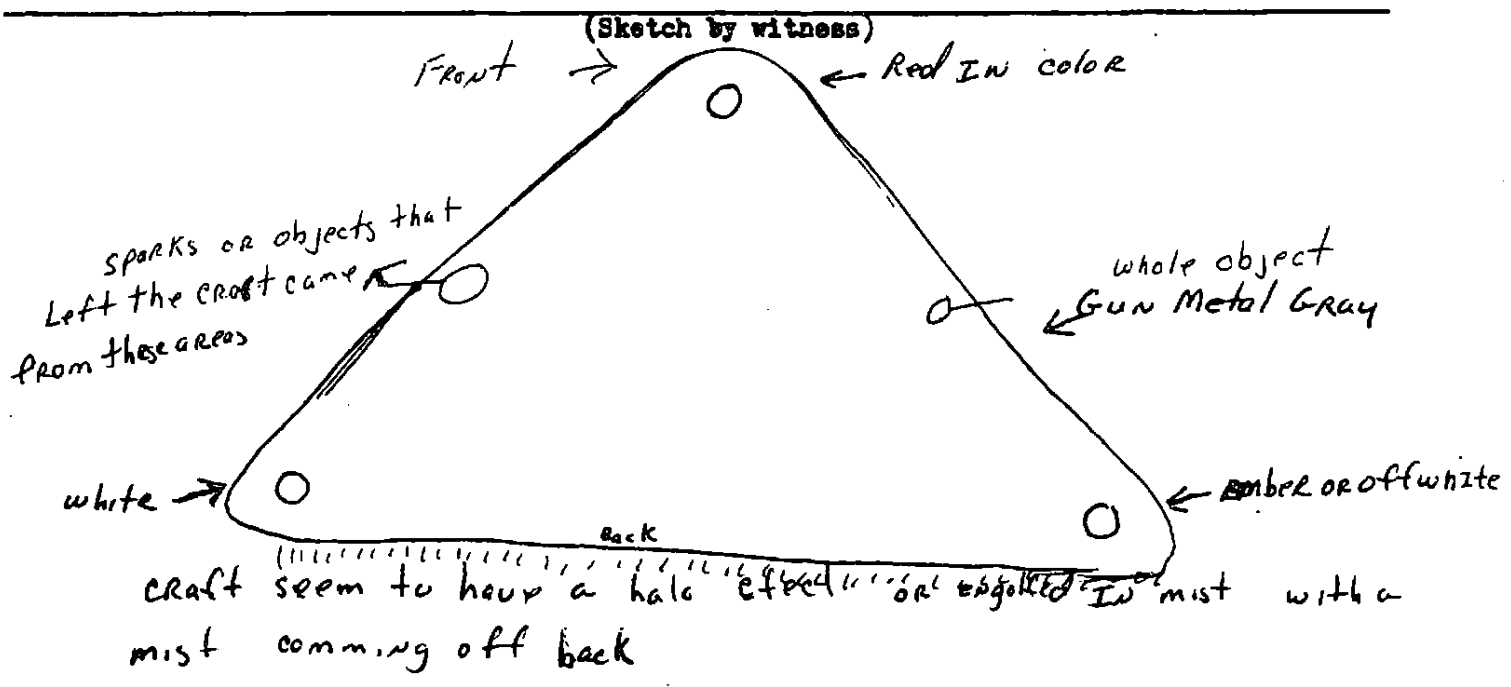
Have you ever seen a UFO before? \_\_\_\_\_ If so when and what did you see? not sure but could have

Did you report the sighting to any agency? If so state agency's name and whether they conducted an investigation: YES Butler Eagle Butler Pa 16001

After reporting the sighting, did any one question you about the sighting? YES If so who was the person? LEROY AADRE Reporter

Are there any military installations, water reservoirs, power stations, or power lines in the area where the sighting occurred? YES Describe water & power lines

In the following space please draw a sketch of what you saw. Please use additional paper if necessary. Indicate with arrows any features and show any details that were apparent. Please indicate any colors that could be seen.



Were any photographs taken? If so please enclose the photo or negatives for us to study. These will be returned if you wish: None taken

Use this section and the back page to describe in your own words details of the experience. Start at the beginning and include all details no matter how unimportant they may seem to you. This is actually the most important section of this form.

Howard and his wife came over to visit the wives went to exercise class  
Howard and myself watched television when ~~the wives~~ <sup>our wives</sup> came home  
Howard and I went outside to work on his car as we stepped  
off my back porch I pointed out what I thought was a star. Howard  
noticed that it was too low to the ground and that it appeared  
to be blinking as we watched the object seemed to get brighter then  
dim then bright and so on we went ahead about our business  
as we got out to the driveway we once again looked at the  
object this time it appeared very bright brighter than before almost  
as if someone were holding a spot light right on your eyes I felt



Please continue your narrative description on this page: as if my skin was crawling  
off my body Howard's wife Terry also stated she had the same  
feeling I had started up the jeep and turned on the lights this was so  
Howard could see what he was doing I then went into the house to  
get a telescope to see if we could get a better look at the object I also  
told my wife what was going on she could not come out because  
she was busy with my two daughters ages 2 and 1 1/2 However she stated  
that the television was acting up the picture would get very  
snowy. I then went back outside at this point the object  
started to move in a upward direction all efforts to view the object  
through the telescope were hopeless because of the objects movements. the object  
started to move across the sky in a westward direction as the object was at  
about a 45° angle looking upward two smaller objects one from each side of  
the craft left the bigger object one in a northern and one in a  
southern direction. One being brighter in color than the other, as the  
craft passed overhead it appeared very large and in the shape of  
a triangular in shape. the object was very clear because of the illumination

If you need more space please continue on back or use additional paper. → over

STATEMENT

" I declare the above to be a full and true account of my experience, to the best of my knowledge and belief."

(1) My name may be used in conjunction with this study, and in serious publications resulting therefrom."

Daniel John Flanagan April 15, 1982  
(SIGNATURE) (DATE)

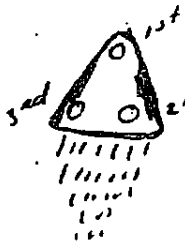
(2) " I prefer to remain anonymous."

\_\_\_\_\_  
(SIGNATURE) (DATE)

If you have had any other type of strange or unexplained experience in your life which may or may not be related to your UFO sighting please give details.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Lights one red in color one white and one yellow white they did not blink but they seem to pulsate one at a time



The craft seemed to give off a mist or a stream of smoke that had a glitter effect to it, as it picked up speed, as we watched the craft, a jet plane approached from the ~~east~~<sup>west</sup>, the object began to move in an irregular fashion it then seem to stop moving become brighter in color and shot straight upward till it disappeared I have never at anytime in the 45 min. <sup>that</sup> we watched the craft would or could say I thought it could of been a plane or otherwise helicopter this object could have been nothing other than a UFO. The object made no sound at all and was to big to be anything that I know of.

: Please if you could after reading this statement and all other info: on this sighting would you please send me a complete Report of your findings

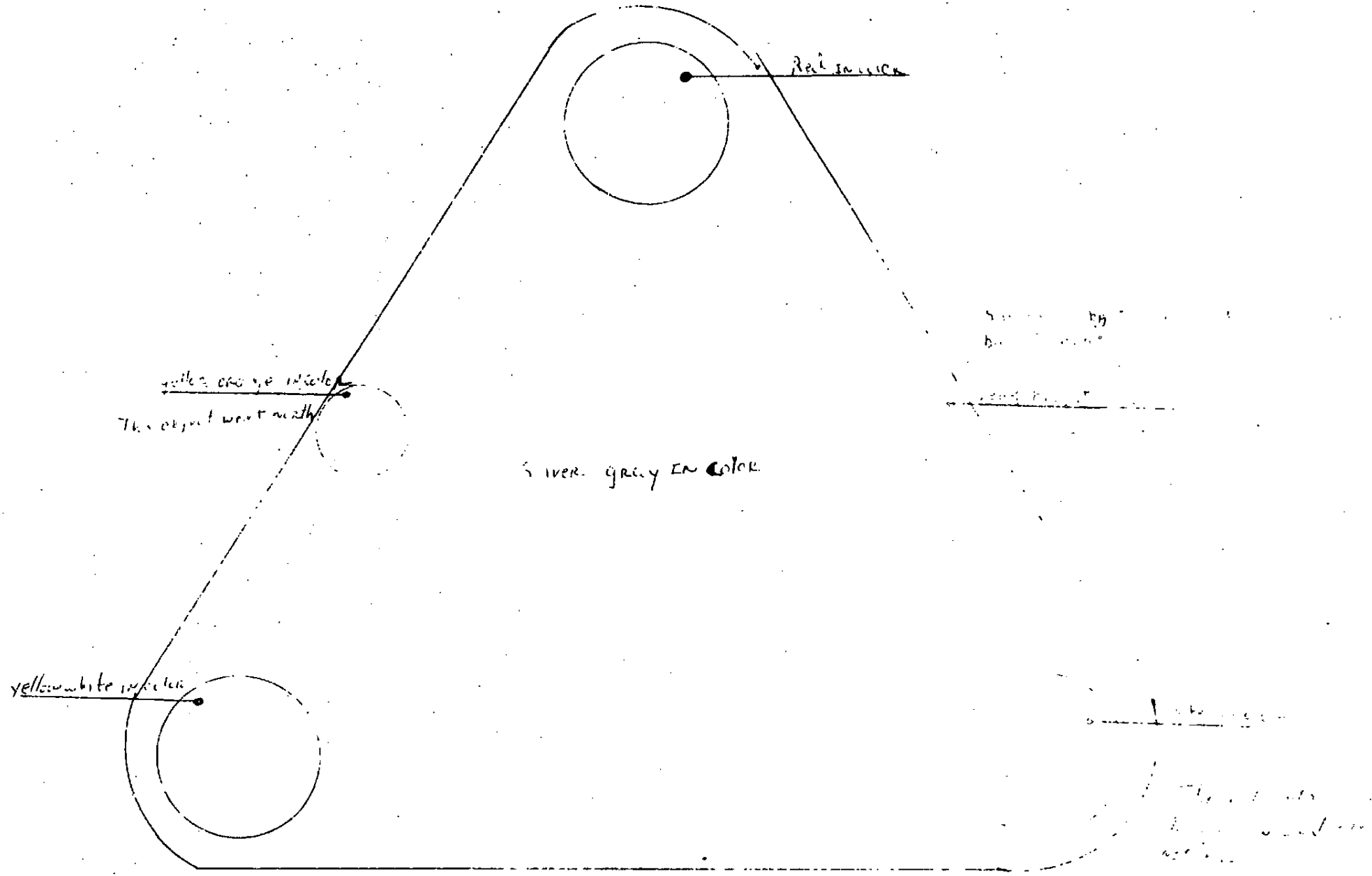
: Also I have included a better drawing of what I saw:

Howards Wife stated she had headaches for about three days after. I also had a headache or what seemed to be a headache I also had the Diarrhea for about three days

If I can be of any further assistance, please feel free to contact me.

Daniel G. Hagaman,  
RD1, Petrolia Pa 16050

The whole apparatus is made of wood + craft



glitter mist of smoke cone etc as with other experiments



**UFO NO APRIL FOOL'S PRANK** — Dan Hageman, of North Washington, holds a sketch of an unidentified craft he and two others claim they sighted Thursday evening over the wooded area in the background. Hageman said the metallic, triangular object hovered noiselessly over the trees for about a half hour and had bright lights but no wings. A similar sighting was reported by two motorists in the area the previous evening. — Leroy Andre photo

## N. Washington 'UFO Sighting' No Fool's Joke

CHICORA — Three area residents believe their sighting of a UFO on Thursday evening was not an April Fool's joke.

Dan Hageman and Howard and Terri Houston watched an unidentified object for over a half hour at the Hageman residence near North Washington as they worked on Hageman's Jeep.

The two men watched the gray metallic, triangular object as it hovered over the woods about 2000 feet away. After getting binoculars and a telescope, Terri joined the men and watched as the object passed overhead.

Hageman said it did not have wings or make a noise, but bright lights blinked in rotation in the front which gave a halo illumination.

When the craft was overhead, it divided. "The parent craft continued west crossing Route 38 and circled back with the lights much brighter," said Hageman. "Then a jet plane approached from the east, and the craft silently and instantly went straight up, and disappeared."

He said the lights were brighter than a dusk-to-dawn light or the lights of an airplane, and that nobody lives near the area where he spotted the object.

A resident of his present home for the last two years, Hageman said he never viewed any similar objects, but many planes and helicopters fly overhead. He added that the sight of the object gave him "cold shivers."

Similarly, two motorists who were traveling from West Sunbury to Hooker on Wednesday evening said they saw bright lights in the sky that seemed to hover over North Washington. Both said that the lights were too stationary to be aircraft.

TX  
US0522-1982-0001

CLEVELAND, TEXAS UFO SIGHTING

May 22, 1982

Witness: Jon Mark McDonald, P.O. Box 1377, Cleveland, Texas 77327. Telephone: (713) 592-9788

Investigator: John F. Schuessler, P.O. Box 58485, Houston, Texas 77258-8485. Telephone: (713) 488-2884

Sighting time and location: Saturday, May 22, 1982, at 10:57 pm, near Cleveland, Texas, on Gladstell Road near the pipeline crossing.

The witness is employed as a deputy sheriff for Liberty County, Texas.

SUMMARY REPORT

Officer Jon McDonald was on routine patrol on Gladstell Road at approximately 10:57 pm, May 22, 1982, when he observed two very bright lights in the sky just above the trees at the pipeline crossing. He stopped the patrol car and watched the lights bob up and down behind the treeline. He then trained his patrol car's spotlight in the direction of the unidentified lights and the lights immediately blacked out. Then he turned the automobile lights off also.

The unidentified lights came back on and the object appeared to be flying in his direction (southwesterly). The object flew slowly over his location at about 1000 feet altitude. He again turned the automobile spotlight toward the object, a large dull gray diamond shaped thing, half the size of a football field. The object had a blinking red light in the center and steady red lights on each point. A bright white light was seen on each side of the forward point of the diamond. After he looked at the object, he turned the spotlight off and watched the object fly away to the southwest.

INTERVIEW NOTES

The following notes are from an interview with Jon McDonald on May 28, 1982. The interview was conducted by John F. Schuessler.

Code: JS = John Schuessler JM = Jon McDonald

JM: At about 10:55 or 56 I went back in service from a restaurant out there on Hwy. 59, just, oh I'd say, three miles

out of Cleveland, south of Cleveland, called the M and L Restaurant. We've been having a lot of hot cars come up on Gladstall road and so I was headed north on Hwy 59. I turned off in about one and one half miles, about halfway between Cleveland and the truckstop I was at. I turned down Gladstall road and while looking for stolen cars I noticed they'd wired up a pipeline crossing where we normally find 'em. Off to my left there was a bunch of towers, radio towers, with red blinking lights. To the west of the towers I saw a very bright light, barely above the treetops. I shined my spotlight at it. I figured it was an airplane or something or another, and it kept getting closer. Course, I got out of my car and I looked around. Then it went behind the treetops so I couldn't see anything. It's sort of like a stair-stepping deal. It would be up and then it'd stairstep itself back behind a tree. Then it would come back up the same way. Then I noticed there was five lights on it all together - red lights. And they were in a diamond formation. And the middle one was blinking. There was one at the front, one on each side, and one on the tail. And there was two bright lights that were coming at me. They would just come up and go down. I mean, stair-step itself down and stair-step itself back up. I shined my spotlight at it and the lights went out.

The whole thing just disappeared actually. So, I turned out my headlights and everything so I could get a better view if it came back into my view. I got out of my car and was standing there. I did not hear anything at all; but it wasn't a minute or so and it re-appeared and this time it wasn't very far away.

JS: About what distance would you consider that to be - fifty feet, or a mile, or what?

JM: No sir, it was about 500 yards to where I last saw it. I was on one side of the pipeline and it was on the other side of the pipeline. The pipeline is 100 yards wide at that point. I was on the west side of the pipeline and the object was on the east. It was headed in a southwesterly direction, in other words, towards me. It was about 1000 feet in the air and not even 500 yards away. When I saw it I turned my spotlight on and it went right over me. It wasn't 800 feet in the air, oh, 1000 feet maybe. And it didn't make a single solitary noise.

I looked at it and shined my spotlight on it and I could plainly see it. It was in a diamond shape, y'know, all four corners were rounded; but it was in a diamond shape. I followed it with my spotlight in a southwest direction.

There is no artificial lighting other than my headlights and I didn't even have them on. The only thing I had on was my spotlight.

When I turned my spotlight off, it wasn't 15 seconds until I heard a whine and it just took off. That was all.

JS: A whine and it was gone then?

JM: Yeah, it sounded like a, not a turbine, but it would have to be something nuclear powered.

JS: When you followed it with your spotlight, did you get a reflection off it from the spotlight?

JM: My beam wouldn't reach it. The only thing I could really see was a grayish color. Uh, I don't know how you'd say grayish. It was like a dirty galvanized steel. You know what that looks like?

JS: Yes, I sure do.

JM: It's not shiny, but it's a gray, dirty, dirty gray. That is all I could see.

JS: Why do you think you could see that being it was night?

JM: Well, I was able to see the shape of the object and I was able to see just the color and configuration of it and that was about it.

JS: Those lights on the points - were they all red?

JM: All red. All five lights were red.

JS: To recap: It went out for a short time period and it came back on. When it came back on, you put your spotlight on it and it went overhead and continued to the southwest and then it came up with a whine and was gone.

JM: Right!

JS: OK, did you get any other calls on your network?

JM: No sir.

JS: Could you estimate the size of the object as it went overhead? How much of the sky did it black out?

JM: I'd say you could fit 10 cars into the square it would form if it was placed on the ground.

JS: What was the condition of the sky? Was it cloudy or clear?

JM: It was partly cloudy. They had forecasted rain. It was humid.

JS: Did you notice any effects on the trees? Did they move as the object went overhead?

JM: No. There wasn't movement of anything. Fact is, it was extraordinarily still. I couldn't hear anything.

JS: There were no animal sounds either then?

JM: No.

JS: Do you normally hear animal sounds when you're out like that?

JM: You hear crickets and stuff like that.

JM: My radio wasn't even talking I don't believe. Cause I wasn't listening for it. I was infatuated with the object, so I wasn't listening to my radio.

JS: You got out and turned the car off so there was no way of knowing if it was affected.

JM: No, other than my radio wouldn't work. I'm saying there was nothing I could hear. See, I have like a scanner, police scanner, in my car, a police radio, and another police radio. I've got three radios that are on constantly even though you turn the key off.

JS: And you heard nothing on any of them?

JM: Not that I could think of. I don't remember hearing anybody call for me or anything like that.

JS: When the object went overhead, did it have any effect on your spotlight, any change of intensity, or anything like that affected the field of the car? Did the light dim?

JM: No.

JS: Did you personally feel anything?

JM: No, other than being excited. I was sort of nervous, but other than being infatuated with it, I was just - over energetic.

JS: You didn't suffer any ill effects?

JM: No.

JM: I submitted an Offense Report to the sheriff's department at the instructions of the dispatcher.

JS: Will you send me a copy of that report?

JM: Yes.



JS: Can you summarize the sighting for me?

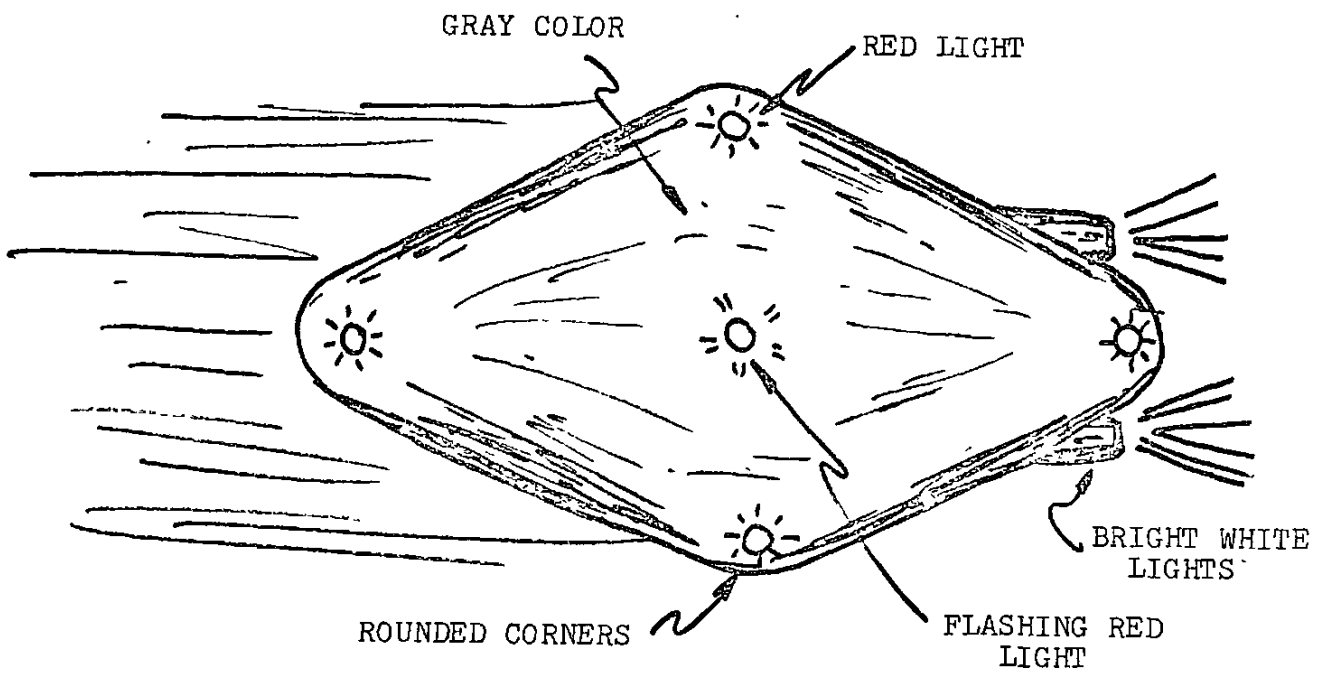
JM: The object was flat on the bottom side. It had a blinking red light in the middle and a steady red light on each corner. There was one bright white light on each side of the nose. After I looked at the object and turned off my spotlight, I heard a high-pitched whine and the object disappeared in a second heading in a southwesterly direction. After seeing the object I called my sargeant and advised him of what I had seen. He advised me to write a report.

JS: Do you have any objection if I use this report publicly?

JM: No.

#### SUPPLEMENTARY INFORMATION

At 11:00 am on May 22, 1982, Mrs. Vickie Landrum and her neighbors watched five CH-47 Chinook helicopters pass over Dayton, Texas going in the direction of Cleveland, Texas. This helicopter report was made by Mrs. Landrum to John Schuessler and to Lt. Col George Sarran of the U.S. Army Inspector General's Office on May 25, 1982 (three days before the interview with Jon McDonald). There may be no significance to the overflight of five CH-47s on the same day as a large diamond shaped object was seen over Cleveland, Texas; but it is entered here for the record.



CLEVELAND, TEXAS UFO  
May 22, 1982

MAY 24 1982

OFFENSE REPORT  
LIBERTY COUNTY SHERIFF'S DEPARTMENT  
LIBERTY, TEXAS

Case No L26426  
District 3

1. NAME OF DEFENDANT (S) (Last, First, Middle)				2. OFFENSE <u>U.F.O.</u>			
3. COMPLAINANT (Last, First, Middle) <u>McDonald, Tom Mark</u>				4. ADDRESS <u>P.O. Box 1377</u> <u>Cleveland, Texas</u>		5. HOME PHONE <u>592-9788</u>	
6. SEX <u>M</u>	7. RACE <u>W</u>	8. DOB <u>11/24/57</u>	9. COMPLAINANT'S EMPLOYER (Occupation) <u>Liberty County Sheriff's Dept (Deputy)</u>			10. ADDRESS <u>2113 South Houston</u> <u>Liberty, Texas</u>	
11. HOURS EMPLOYED <u>5pm - 2am</u>		12. BUS. PHONE <u>592-8411</u>	13. LOCATION OF OFFENSE (Describe name & type premises) <u>Bladwell Rd at the Pipeline Crossing</u>				
14. DATE, DAY, TIME <u>10:57 pm</u> <u>S-M-T-W-T-F</u> <u>5-22-82</u>			15. VEHICLE USED (Tag No. & State)		16. YEAR, MODEL, COLOR		
17. WEAPON, TOOL, FORCE USED				18. PHOTOS		CODE: O - Owner R - Reportee W - Witness P - Parent, Guardian	
19. NAME (Last, First, Middle)				CODE	RES. ADDRESS	RES. PHONE	BUS. PHONE
20.							
21.							
22. NATURE OF INJURIES & LOCATION OF BODY				23. HOSPITAL ADMITTED DISMISSED			
24. TRANSPORTED BY:				25. TREATED BY:			
26. TYPE OF PROPERTY TAKEN			27. VALUE	28. EXACT LOCATION OF PROPERTY			
29. POINT OF ENTRY			30. VEH. FROM WHICH THEFT OCCURED (Year, Tag, etc.)				
31. M.O., ACTIONS OR EXACT WORDS OF SUSPECT							
32. IDENTIFY SUSPECTS BY NUMBER (Name, Address, Sex, Race, Age, Height, Weight, Eyes, Hair, Etc.)							
1.							
2.							
SHOW-UP YES NO		MAGISTRATE OR LEGAL WARNING (Attach Form, Time, Deputy)			MULTIPLE CLEAR UP YES NO		(Use other case numbers and co-defendant's name)
EVIDENCE OR PROPERTY RECOVERED YES (Describe) NO			IN PROPERTY ROOM YES NO		TAG NO.		TO CRIME LAB YES NO.
A. REC'D. CALL AM PM	RADIO P.S. <u>Answer</u>	ARRIVED AM PM <u>PM</u>	AMBULANCE DVR. RIDER		HOSPITAL DR.	TIME	M.E. INJURY
INSTRUCTIONS: Record activity in case subsequent to last report, give names, address, dates, and time of all personal interviews and attach witness statements, if any. Record statements of unfavorable facts or of spouse of defendant.							
ITEM NO							

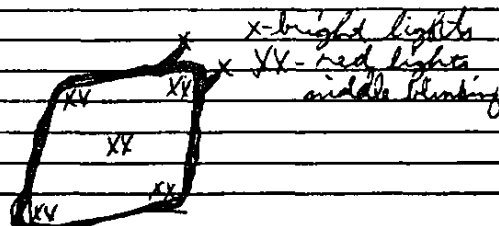
INTRODUCTION:  
A. Your location when you received call.  
B. From whom you received call.  
C. Time you received call.  
D. Time you arrived at scene.  
E. First officer or officers at scene.  
F. Immediate findings at scene.  
1. Type offense. (Shot, stab, direct violence.)  
2. Victim still at scene or moved by ambulance.  
3. Offense committed by whom.  
4. Defendant arrested/still at scene/fled scene

*This officer while on routine patrol was patrolling Bladwell Rd at approx 10:57 pm on 5-22-82 this officer observed two very bright lights in the sky just above the tree tops at the pipeline crossing this stopped our patrol car and watched*

SCENE SUMMARY:

- A. Description of scene
- B. Signs of struggle (if any)
- C. Exit-entry.
- D. Recovery of weapon or instrument used, if found at scene.
- E. Visibility. (Night-day-how lighted)

Night Artificial lighting  
 paved road Gladstone Rd



REAL EVIDENCE:

- A. Movable.
  - 1. Guns or weapons recovered at scene.
  - 2. Other instruments used and recovered at scene.
  - 3. Articles dropped or lost by fugitive. (Hat, pants, pen, pencil, lighter, etc.)
  - 4. Articles dropped by victim.
  - 5. Notes.
- B. Immovable.
  - 1. Bullet holes in wall, door, floor, etc.
  - 2. Broken furniture, doors, windows.
- C. Scientific Aids.
  - 1. Fingerprints.
  - 2. Photos.
  - 3. Measurements.
  - 4. Sketches.
  - 5. Footprints.
  - 6. Tool Marks.

DETAILS OF OFFENSE:

- A. Summary of facts leading to commission of crime.
- B. How committed.
- C. With what committed (if known.)

down behind the tree line. As I watched ~~the~~  
 I spotlighted the lights with my patrol car  
 spotlight and the lights went out. I could not  
 see very clearly with my headlights so I turned them off. Then the  
 object turned on its lights and I could see the object was flying in my direction  
 approx SW dir. The object flew slowly at a low altitude (approx 2000 ft) over  
 the location at which time I turned my spotlight on to see if I could  
 see the object, the object was a dull grey diamond shape object as shown  
 above. The object was large (approx the size of 1/2 a football field), it had  
 2 red lights which were blinking in the center and a red light at each corner  
 which did not blink there was one very bright on each side of which appeared  
 to be the nose of the object. ~~Object~~ Object was flat on the bottom side.  
 After I had looked at the object I turned off my spotlight and I heard  
 a high pitch ~~noise~~ whine and the object disappeared in a second heading  
 in a SW dir.  
 After seeing this object I called the Sgt and advised him of what I had  
 seen and he advised to brighten this report.

PERSONS WANTED:

- A. Full description.
- B. Address (last, if known.)
- C. Mode of escape or flight.
- D. Description and license of car.

DISPOSITION:

- A. Arrest (if any.)
  - 1. Where
  - 2. By whom
  - 3. When
  - 4. Assisting officers on arrest.
  - 5. Other details of arrest.
  - 6. Oral Warning by who, time.
- B. Unfounded.
- C. Cleared due to lack of prosecution on the part of complainant.

34. REPORTING DEPUTY, UNIT, BADGE, S.S. NO.

*John M. McDonald 16*

35. STATUS (Check one)

UNFOUNDED    OPEN   
 CLOSED        SUSPENDED

36. DATE & TIME OF

REPORT: *11:52 pm*

37. SECOND DEPUTY UNIT, BADGE, S.S. NO.

38. SUPERVISOR, APPROVING UNIT, BADGE NO.

DICK HALL

JOHN F. SCHUESSLER  
P.O.Box 58485  
Houston, TX 77257-8485

### POLICEMAN ENCOUNTERS HUGE DIAMOND UFO

Flying discs, spheres, and cigars have been reported nearly continuously for the past thirty-five years. However, during the past decade an ever increasing number of triangular and diamond shaped objects have been seen in the skies, adding a new dimension to the UFO mystery.

During the 1980 Christmas holiday season, three people encountered a large, glowing, diamond-shaped object, hovering over a dark east Texas road. The injuries they suffered are now familiar to UFO investigators around the globe. Nevertheless, the object remains unidentified.

A similar object was sighted near Cleveland, Texas, on May 22, 1982. Jon McDonald, a deputy sheriff for Liberty County, was on routine patrol just a few miles from the location of the earlier incident when he observed two bright lights just over the top of the tall pine trees.

Officer McDonald explained how stolen cars were being driven from Houston and abandoned in that dark wooded area. At 10:57 that night he was alone in his patrol car when his UFO encounter began. The surroundings were familiar. He was at the pipeline crossing on Gladstall Road, a favorite dumping spot for stolen cars. Because the pipeline is the only open area in the dense woods he checked to see that the area was closed to traffic by a heavy wire fence. To his left he could see the red blinking lights atop some towers; but just beyond the towers appeared two very bright white lights.

The east Texas Piney Woods is still relatively unspoiled; covered with trees and dense undergrowth. The human population is sparse and the nights dark. An officer on patrol must know the location of homes, businesses, and other man-made items. When an unusual light is spotted the officer is immediately alert. Therefore, when Deputy McDonald saw the two lights just over the trees he immediately flashed his spotlight in their direction. He figured the lights were on a low flying airplane. Nevertheless, he got out of the car for a look around; but the lights sunk out of sight below the treetops.

Soon the lights reappeared. He said "They would just come up and go down. I mean, stairstep itself down and stairstep itself back up. I shined my spotlight on it and the lights went out."

The officer was on one side of the pipeline and the object was on the other - about 500 yards away. At that point he could see red lights in a diamond formation, with one blinking red light in the center. Its flight path was from the northeast to the southwest, directly over the officer's head. He said it was about 1000 feet in the air and closing rapidly.

When the object went overhead he shined his spotlight on it.

"I could plainly see it, " he said. "It was in a diamond shape, y'know, all four corners were rounded; but it was in a diamond shape." He went on to describe the color as grayish; like a dirty galvanized steel - "a dirty, dirty gray." And it was large. "I'd say you could fit ten cars into the square it would form if it was placed on the ground."

The night was warm and humid and the sky was partly cloudy; but the forest was very still. In fact, he didn't hear the normal sounds of the crickets and small animals. The object, too, was silent as it glided overhead.

Officer McDonald switched off his spotlight and stood in the darkness as the huge diamond shaped object moved on to the southwest. In a few seconds he heard a whine and the object just took off. That was all. When asked to describe the sound, he said "it sounded like a, not a turbine, but it would have to be something nuclear powered."

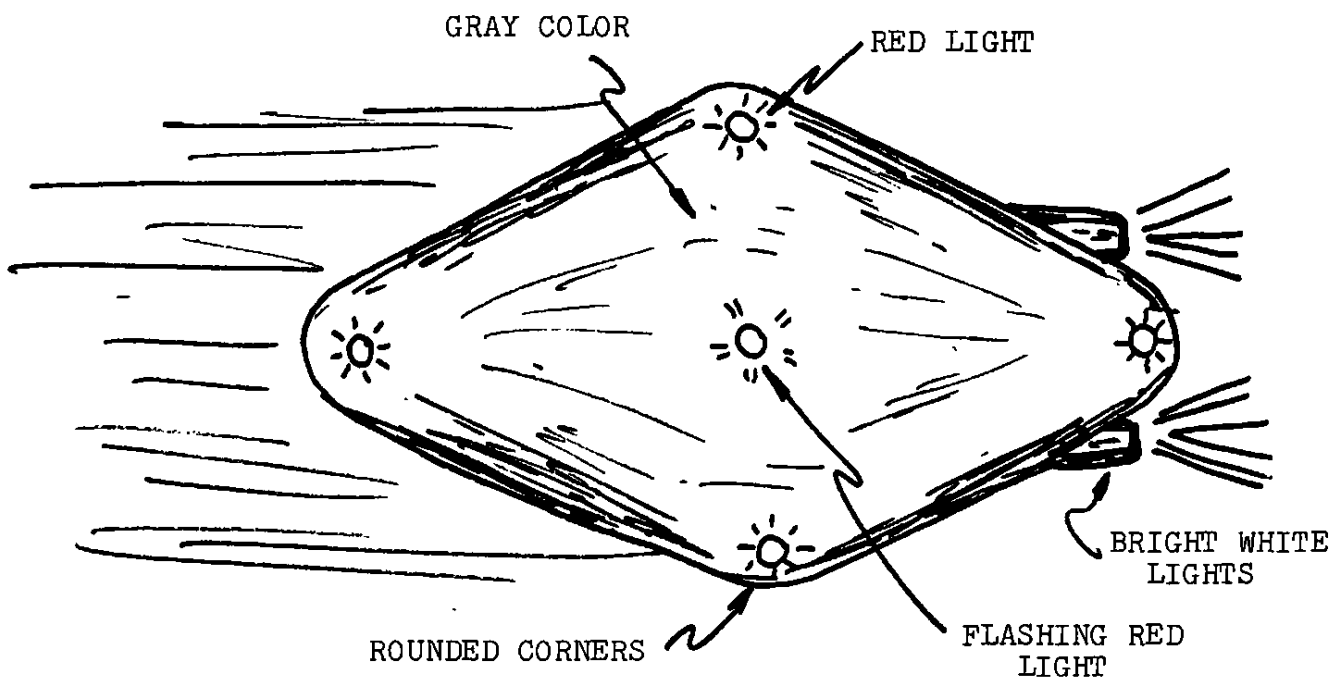
Fortunately, the officer had an interesting experience without ill effects. When he reported the experience to the dispatcher via the police radio, he was told to submit an official Offense Report. Officer McDonald gave his permission for this report to be made public; suggesting it might be helpful to others in future sighting situations.

end.....

NOT FOR PUBLICATION:

Jon Mark McDonald, P.O. Box 1377, Cleveland, Texas 77327.  
Telephone: (713) 592-9788

Copy of the police report attached (also not for publication)



CLEVELAND, TEXAS UFO  
May 22, 1982

MAY 24 1982

OFFENSE REPORT  
LIBERTY COUNTY SHERIFF'S DEPARTMENT  
LIBERTY, TEXAS

Case No. L26426  
District 3

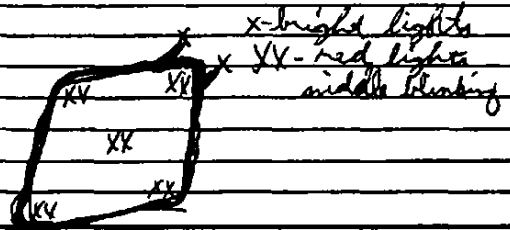
1. NAME OF DEFENDANT (S) (Last, First, Middle)				2. OFFENSE <u>U.F.O.</u>			
3. COMPLAINANT (Last, First, Middle)			4. ADDRESS			5. HOME PHONE	
<u>McDonald, Tom Mack</u>			<u>P.O. Box 1377 Cleveland, Texas</u>			<u>592-9788</u>	
6. SEX	7. RACE	8. DOB	9. COMPLAINANT'S EMPLOYER (Occupation)			10. ADDRESS	
<u>M</u>	<u>W</u>	<u>11/24/57</u>	<u>Liberty County Sheriff's Dept (Deputy)</u>			<u>2113 South Horne Liberty, Texas</u>	
11. HOURS EMPLOYED		12. BUS. PHONE		13. LOCATION OF OFFENSE (Describe name & type premises)			
<u>8hr - 2am</u>		<u>592-8411</u>		<u>Wladstall Rd at the Pipeline Crossing</u>			
14. DATE, DAY, TIME			15. VEHICLE USED (Tag No. & State)			16. YEAR, MODEL, COLOR	
<u>5-22-82</u>							
17. WEAPON, TOOL, FORCE USED				18. PHOTOS		CODE:	
				YES NO		O - Owner R - Reportee W - Witness P - Parent, Guardian	
19. NAME (Last, First, Middle)				CODE	RES. ADDRESS	RES. PHONE	BUS. PHONE
20.							
21.							
22. NATURE OF INJURIES & LOCATION OF BODY				23. HOSPITAL		ADMITTED DISMISSED	
24. TRANSPORTED BY:				25. TREATED BY:			
26. TYPE OF PROPERTY TAKEN				27. VALUE	28. EXACT LOCATION OF PROPERTY		
29. POINT OF ENTRY				30. VEH FROM WHICH THEFT OCCURED (Year, Tag, etc.)			
31. M.O., ACTIONS OR EXACT WORDS OF SUSPECT							
32. IDENTIFY SUSPECTS BY NUMBER (Name, Address, Sex, Race, Age, Height, Weight, Eyes, Hair, Etc.)							
1.							
2.							
SHOW-UP		MAGISTRATE OR LEGAL WARNING			MULTIPLE CLEAR UP		(Use other case numbers and co-defendant's name)
YES	NO	(Attach Form, Time, Deputy)			YES	NO	
EVIDENCE OR PROPERTY RECOVERED				IN PROPERTY ROOM		TAG NO.	
YES (Describe) NO				YES NO			
A. REC'D. CALL		RADIO	ARRIVED	AMBULANCE	HOSPITAL	TIME	M.E.
AM	PM	P.S.,	AM	DVR.			
		<u>arrived</u>	PM	RIDER	DR.		
INSTRUCTIONS: Record activity in case subsequent to last report, give names, address, dates, and time of all personal interviews and attach witness statements, if any. Record statements of unfavorable facts or of spouse of defendant.							
ITEM NO							
INTRODUCTION:							
<p>A. Your location when you received call.</p> <p>B. From whom you received call.</p> <p>C. Time you received call.</p> <p>D. Time you arrived at scene.</p> <p>E. First officer or officers at scene.</p> <p>F. Immediate findings at scene.</p> <p>1. Type offense. (Shot, stab, direct violence.)</p> <p>2. Victim still at scene or moved by ambulance.</p> <p>3. Offense committed by whom.</p> <p>4. Defendant arrested-still at scene-fled scene.</p>							
<p>This officer while on routine patrol was patrolling Wladstall Rd at approx 10:57 pm on 5-22-82 this officer observed two very bright lights on the sky just above the tree tops at the pipeline crossing. He stopped his patrol car and watched the lights, the light would bob up and</p>							



SCENE SUMMARY:

- A. Description of scene.
- B. Signs of struggle. (If any)
- C. Exit-entry.
- D. Recovery of weapon or instrument used, if found at scene.
- E. Visibility. (Night-day-how lighted)

Night Artificial lighting  
Paved road Gladstone Rd



REAL EVIDENCE:

- A. Movable.
  - 1. Guns or weapons recovered at scene.
  - 2. Other instruments used and recovered at scene.
  - 3. Articles dropped or lost by fugitive. (Hat, pants, pen, pencil, lighter, etc.)
  - 4. Articles dropped by victim.
  - 5. Notes.
- B. Immovable.
  - 1. Bullet holes in wall, door, floor, etc.
  - 2. Broken furniture, doors, windows.
- C. Scientific Aids.
  - 1. Fingerprints.
  - 2. Photos.
  - 3. Measurements.
  - 4. Sketches.
  - 5. Footprints.
  - 6. Tool Marks.

DETAILS OF OFFENSE:

- A. Summary of facts leading to commission of crime.
- B. How committed.
- C. With what committed (if known.)

down behind the treeline. As I watched ~~the~~ I spotlighted the lights with my patrol car spotlight and the lights went out. I could not see very clearly with my headlights so I turned them off. Then the object turned on its lights and I could see the object was flying in my direction (approx S.W. dir). The object flew slowly at a low altitude (apparently 1000ft) over my location at which time I turned my spotlight on to see if I could see the object. The object was a dull grey diamond shape object as shown above. The object was large (approx the size of 1/2 a football field). It had 2 red lights which were blinking in the center and a red light at each corner which did not blink there was one very bright one each side of which appeared to be the nose of the object. ~~the~~ Object was flat on the bottom side. After I had looked at the object I turned off my spotlight and I heard a high pitch ~~whine~~ and the object disappeared in a second heading in a S.W. dir. After seeing this object I called the Sgt and advised him of what I had seen and he advised to bright this report.

PERSONS WANTED:

- A. Full description.
- B. Address (last, if known.)
- C. Mode of escape or flight.
- D. Description and license of car.

DISPOSITION:

- A. Arrest (if any.)
  - 1. Where
  - 2. By whom.
  - 3. When.
  - 4. Assisting officers on arrest.
  - 5. Other details of arrest.
  - 6. Oral Warning by who, time.
- B. Unfounded.
- C. Cleared due to lack of prosecution on the part of complainant.

34. REPORTING DEPUTY, UNIT, BADGE, S.S. NO.

John M. McDonald 16

35. STATUS (Check one)

UNFOUNDED OPEN   
CLOSED SUSPENDED

36. DATE & TIME OF

REPORT: 11:52 pm

37. SECOND DEPUTY UNIT, BADGE, S.S. NO.

38. SUPERVISOR, APPROVING UNIT, BADGE NO.

# UNIDENTIFIED'S

By John Schuessler

## TEXAS DEPUTY HAS CLOSE ENCOUNTER

Police officers are frequent spotters of Unidentified Flying objects. Many get involved during routine patrols, while others are called to the scene by frightened citizens. Whatever the case may be, the officers are trained to observe and report in a detailed, factual manner. Their testimony is nearly always accepted as true in a court of law.

On May 22, 1982, Liberty County, Texas, Deputy Sheriff Jon McDonald was on routine patrol near Cleveland, Texas. He was hoping to catch car thieves from the Houston area in the act of stripping stolen automobiles, leaving the unwanted hulks among the trees of the dense Piney Woods. Instead, he found something much more bizarre.

At 10:57 p.m. he came to an opening through the woods caused by a pipeline right-of-way. Some distance away he could see two very bright lights just above the trees. Knowing the area was devoid of any man-made light sources he immediately assumed the lights were on a low flying airplane and exited his patrol car for a better view.

The lights just disappeared, then reappeared. He said: "They would just come up and go down. I mean, stairstep itself down and stairstep itself back up. I shined my spotlight on it and the lights went out."

At that point the officer was on one side of the pipeline and the object with the lights was on the other - about 500 yards away. In addition to the two white lights he could see four red lights in a diamond formation with one red light in the center. The flight path was from the northeast and heading right at the officer's location. He said it was only about 1000 feet in the air and closing fast.

When the object went overhead he shined his spotlight on it. "I could plainly see it," he said. "It was in a diamond shape, y'know, all four corners were rounded; but it was in a diamond shape." He went on to describe the color as grayish, like galvanized steel, "a dirty, dirty gray." He described the size as very large. "I'd say you could fit ten cars into the square it would form if it was placed on the ground."

The object was silent except for a strange sound he described as "something nuclear powered." As it flew away he switched off his spotlight and stood alone in the darkness pondering what he had just witnessed.

Then, with proper police protocol, he contacted his dispatcher and told of the encounter. He was advised to file an official Offense Report. Officer McDonald was unharmed, but shaken and his report showed that fact. Under title of offense, he had written - U.F.O.....

*You may direct any questions or inquiries to: Mr. John F. Schuessler, P.O. Box 58485, Houston, Texas 77258.*

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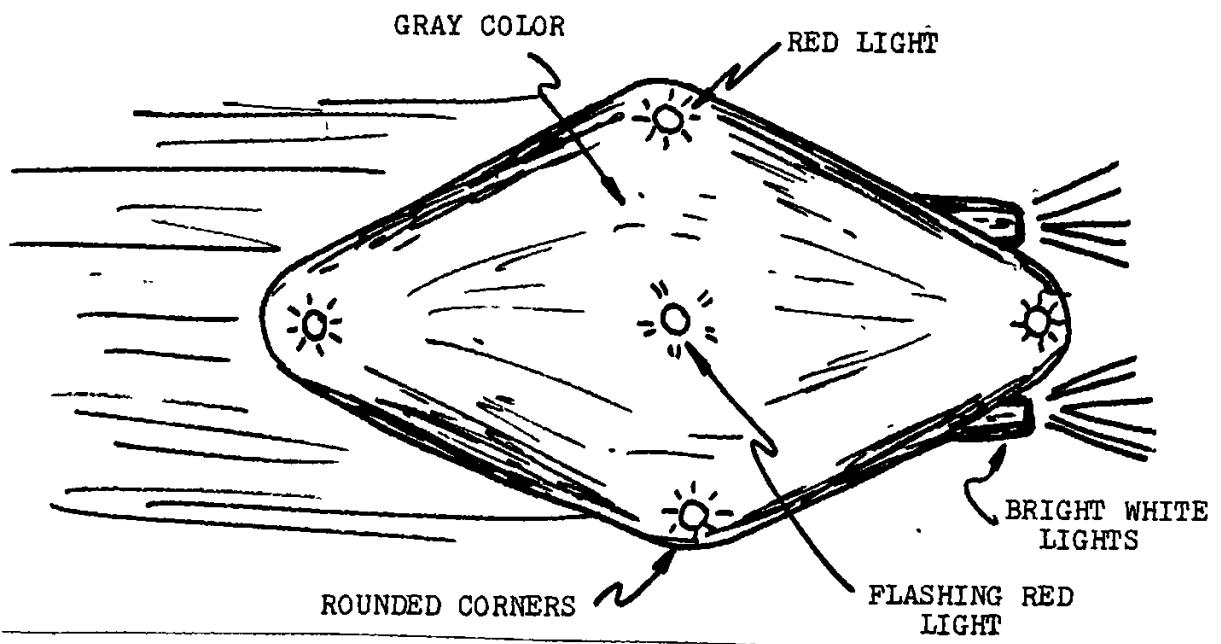
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MARCH, 1984  
VOLUME 7  
HOUSTON GULF EDITION

10 BINGO BUGLE



NH

US 0610-1982-0001

Contents of this report:

1. MUFON sighting questionnaire.... 3ea.
2. Pages of drawing photos ... 2ea.
3. Map with sighting points marked. 1ea.
4. Pages of photos of the sighting points marked on the map. ... 2ea.
5. Pages of news coverage. ... 3ea.
6. Pages of investigators report... 3ea.
7. Pages of activity log. ... 3ea.

This report is submitted by: Mr. Peter R. Geremia  
571 Brackett Rd.  
Rye, NH. 03870

ROCKINGHAM COUNTY

( 603 ) 436-9283

*Field Investigator smis 7/16/77*

Subject: CE I sighting of a UFO in Madbury, NH. by three people.

Type of sighting: Close view from a car. CE I  
Date of sighting: June 10, 1982  
Time of sighting: 10:30 PM through 11:30 PM.  
Place of sighting: Madbury, NH. near the Bellamy reservoir dam.  
Date of this report: Nov. 28, 1982.  
Local evaluation: Great Significance.

To:

Investigator: Mr. Peter R. Geremia  
571 Brackett Rd.  
Rye, NH. 03870  
(603) 436-9283

Sighting background:

I first heard of this sighting from my wife Fran Geremia. She was told about it by Mr. Bob Grynkewicz a fellow worker at Hampshire Controls Corp. Portsmouth NH. Mr. Grynkewicz and two other persons sighted an object at close range in Madbury, NH.. I asked Fran to see if he would let me interview him. He agreed. The following information is a result of that meeting and others with the witnesses.

## Sighting account:

On June 10, 1982 at approx. 10:45 PM Mrs. Miranda Grynkewicz was driving her 1979 Omni North on Townhall Rd. With her in the car was her Son Bob and his girl friend Roberta. Roberta was being driven to her home at 25 Fitch Rd. While in route Mrs. Grynkewicz saw strange looking lights in the distance to the left of the road. At first the lights seemed to be a strange type of aircraft. Not the normal type of aircraft they are used to seeing. Note: this point is a few miles north of the runway at Pease AFB. The lights were low in the horizon fading behind trees as they drove. The object came closer and closer to a point where they could see it was not an aircraft. As they drove toward Mill Hill road they lost sight of it due to the thick tree line. Mrs. Grynkewicz continued to drive at about five miles per hour while they tried to see it again. When they reached the dam of the Bellamy reservoir there it was, hovering over the water. The UFO was about three hundred feet from the car and about fifty feet above the water. The lights on the bottom of the craft reflected off the water. Mrs. Grynkewicz stopped the car. They could see the white lights as well as smaller or less intense Blue, Green and Red lights. No sound was heard. They could see the bottom of the craft clearly, Mrs. Grynkewicz moved the car down the road to get a better look, as she did the UFO started to move with them and continued to a point where the trees again blocked the view. They continued driving slowly still looking for the craft. They found the UFO again, this time it was hovering over a yellow house on the left side of the road. They described the movement of the UFO as a back and forward, side to side almost like it was going to crash. At one point it tipped it's front toward the ground. This allowed Bob to get a look at part of the top. Note: some sort of window or hatch in the drawing by Bob. Bob recalls a red beam of light coming out of the UFO. He stated the beam was shining on the house then moved to the car. It looked to him like it was used to evaluate whatever it hit. Mrs. Grynkewicz and Roberta do not remember the red beam. At this point the UFO moved sideways and went behind the tree line again. As they drove down the road the lights from the craft could be seen through the trees from time to time. At one point it came close to the car again but moved back to the trees. They continued to the intersection of Mill Hill road and Old Stage road. This time the UFO came from behind and passed over the car, and straight out in front. All in the car agree it was not more than thirty feet above them. Bob was sitting in the front seat and was able to get a good look at the rear and bottom. Note: the squared back on Bob's drawing. All in the car lost sight of the craft. Mrs. Grynkewicz turned the car right onto Old Stage road, and continued to Fitch road where she turned right. As she drove toward Roberta's house, Roberta was still trying to locate the UFO. Looking out the rear window she saw it again as it crossed behind the car from her left to right. She did not see it again, however her family did see some lights in the distance I was told later. After leaving Roberta at her home Bob and his Mother started their return trip back to their home. They spotted it again in the area of the dam. This time it was at the tree line to the left of the road. It now becomes clear, the UFO made a turn and came back on the other side of the road. They were again driving at five miles an hour when the craft came close to the ground. This time Mrs. Grynkewicz stopped the car, shut off the engine and lowered the window. Again no sound was heard. They continued home. By the time they reached route 155 it was no longer in sight. Total time of the trip was approx. one hour.

Additional Data

Weather conditions : Clear night, no wind.

Animal reaction : None

Craft description : Shape was that of a flat iron. Common to this area.

Color of lights : Predominantly white .

Others were, red, blue, green.

May have had a red beam.

Lights pulsed at a one second rate.

No intensity change noted when craft moved.

Length = Thirty feet.

Width = Fifteen to twenty feet.

Hight = Eight to ten feet.

Backup data on file :

Four audio tapes:

Tape #1 and #2 is the interview with Bob in the parking lot of Hampshire Controls Corp.

Tape #3 is the interview with all three witnesses as we drove the sighting route.

Tape #4 is the WHEB interview.

Photographs of all pictures drawn by the witnesses.

Geodetic survey map of the area.

Original of this report.



Activity Log.

June 10, 1982 Madbury NH. CE..I Three witnesses

Page 1 of 3

Investigated by Mr. Peter R. Geremia

June 11, 1982 5:00 PM

My wife Fran told me about a UFO sighting by Mr. Bob Grynkewicz. Bob is an electronic technician at Hampshire Controls Corp. Portsmouth, NH. Bob was excited when telling Fran and drew a rough sketch for her.

June 12, 1982 7:00 PM

Call to Mr. Grynkewicz. Phone number is 603 868-5779. Sighting was June 10, 1982 in Madbury NH. Three witnesses, Bob Grynkewicz his Mother and his girlfriend Roberta. UFO paced the car. His Mother was driving. They saw it hover over a yellow house, a red light seemed to be evaluating the house and then their car. It also hovered over the Madbury water supply reservoir. They could see lights from the UFO reflecting off the water. The craft followed them to his girl friend's house and back to route 155. Bob stated he always wanted to see a UFO. He also stated the propulsion system must be a time travel device to be able to get from one place to another instantly without making a sound. ( He must know something about UFO,s ..PRG ) Mrs. Grynkewicz spotted it first. Thinking it was a plane she stated, no wonder people spot UFO,s when airplanes look like that.

June 14,1982

Purchased a geodetic survey map of the area. Noted location of dam and roads in sighting area. Note: This is the area where the Bamberger,s had a red light hover over their car. It is also located a few miles off the north end of the Pease AFB. runway.

Just received a call from Fran. Mrs. Grynkewicz and Roberta do not wish to be interviewed. I will do the interview with Bob in the parking lot of Hampshire Controls.

June 15, 1982

Meeting with Bob Grynkewicz at 12:00 PM. I recorded the interview on audio tape. First impressions : Sincere, prone to think in the abstract. He is a good artist, and made drawings of what he saw. I think he may be able to get Roberta to talk with me. He agreed to a later visit at the site.

June 21, 1982

Call to Bob to confirm saturday afternoon as the day to view the site and take pictures of the drawings and the area of the sighting.  
Call to Nitetime Skywriter, Phone 603 434-9417 . No answer.  
Call to Mr. Raymond Fowler to discuss the progress of the investigation. Ray suggested I do not try to push for the cooperation of Mrs. Grynkewicz .

Activity Log.

June 10, 1982 Madbury, NH.

Page 2

June 26, 1982 2:00 PM

Meeting with Bob, his Mother and his girl friend Roberta. ( I was surprised to see Mrs. Grynkewicz. She turned out to be an excellent witness ) We drove the route of the sighting and took pictures of all important areas. I recorded all the conversation throughout the drive. I was able to refine the data on my map with the excellent help given by the witnesses.

My evaluation after the drive:

1. Bob,s importance placed on the red light was not shared by his Mother or Roberta.
2. Mrs. Grynkewicz was very cooperative, shy about the sighting but did talk about it with a friend at work. I believe fear of ridicule as well as a lack of knowledge of the subject, contributed to her reluctance at first.
3. Roberta gave accurate, concise descriptions of her views of the UFO. She also made a drawing of the craft as she viewed it from the back seat of the 1979 Omni four door. Roberta also stated the white lights did not blink, but pulsated at a slow rate. A rate of once a second or so seemed to be about right. The predominant color was white with the other colors less noticeable.
4. Bob stated his previous estimate of ten beings in the craft may have been excessive. He was trying to give me an idea of the size of the craft by how many beings would fit in it. We decided about thirty feet in diameter was correct.

July 10, 1982

Call to WTSN Dover NH. Phone 603 742-1270

I called to check on a call to the radio station by someone about a bright light he spotted in the area of the sighting. Mrs. Grynkewicz told me of the call to a program called "open mike". The caller spotted a bright light in the sky. A call to Pease AFB revealed no Air Force activity that night except for a KC 135 Tanker with new bright lights.

Call to Nite time Skywriter Phone 603 434-9417

No flights in the area on June 10, 1982, they gave me a phone number of a flying service in Maine that may have been in the area. The number I was given was not in service.

Aug. 3, 1982

I was Interviewed on the air with WHEB radio. The show was on local UFO sightings. At the end of the show I asked for anyone who may have seen something unusual in the bay area to call the station. WHEB will get back to me if anyone calls in.

Activity Log.

June 10, 1982 Madbury NH.

Page 3

Aug. 10, 1982

Call to Mrs. Grynkewicz, she will have Bob call me back to set up a time for looking at the pictures I took and placing the UFO on each picture.

Aug. 19, 1982

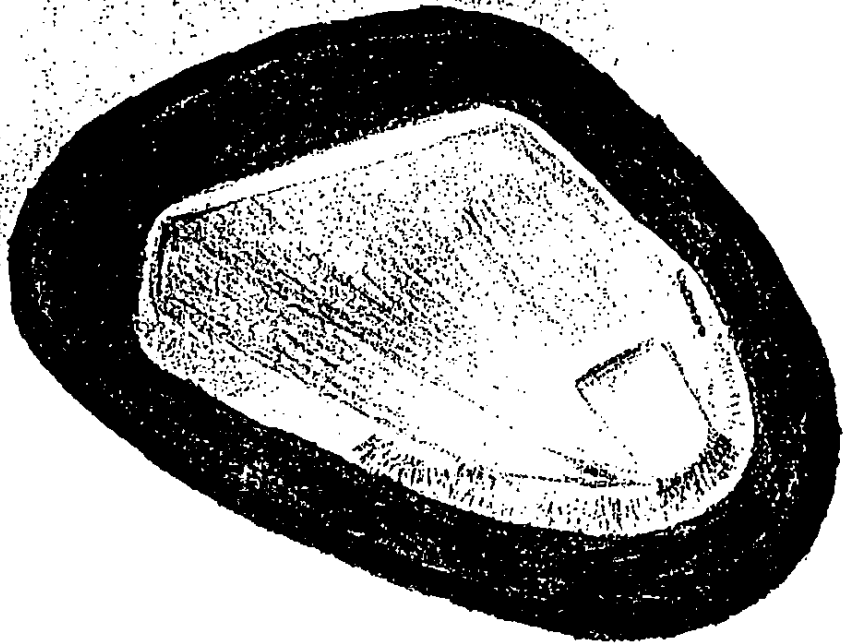
Bob drew in the UFO,s on each photograph. Roberta was also there to help.

Note :

Prior to this date I was in Dover investigating a possible landing trace . I met a reporter for the Foster Daily Democrat. We talked about this case, and he decided to do a story on it. It hit the stands today. He didn,t get all the facts straight, but it did get front page coverage.

Aug. 29, 1982

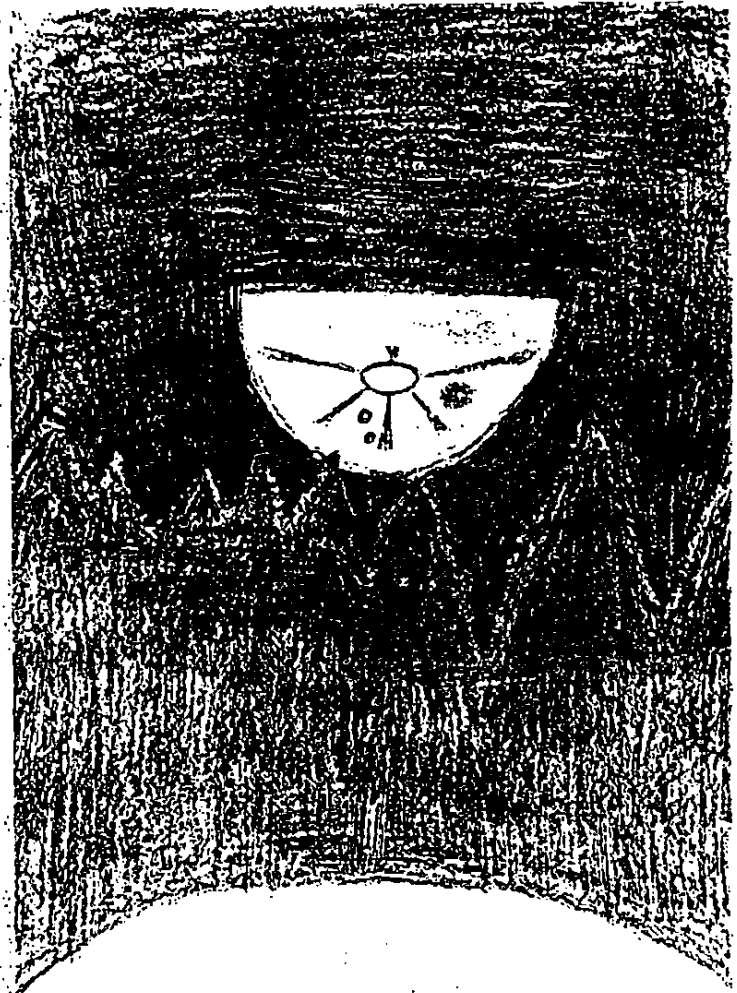
Due to the story in the Foster Daily Democrat, the Manchester Union Leader sent a reporter to me for an interview. The story was well done, and came out in today,s paper.



Drawing # 3

Point 4 on map.

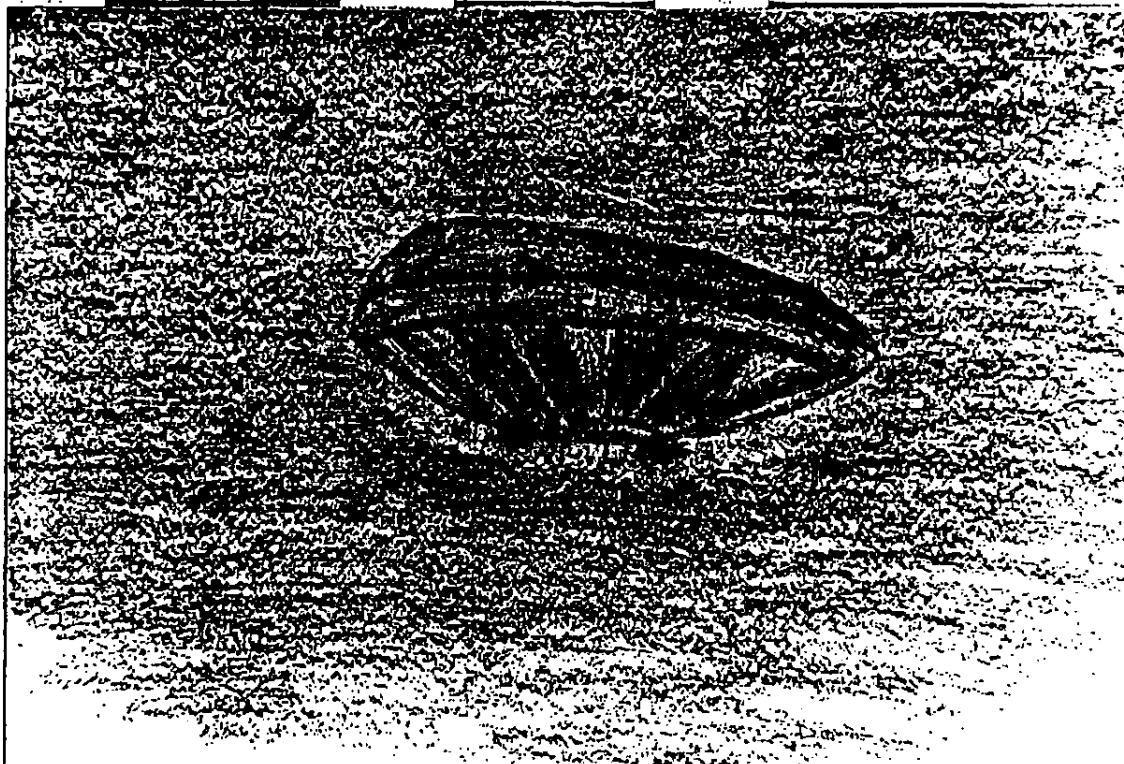
Drawing by Bob as seen with car parked in front of the yellow house.



Drawing # 4

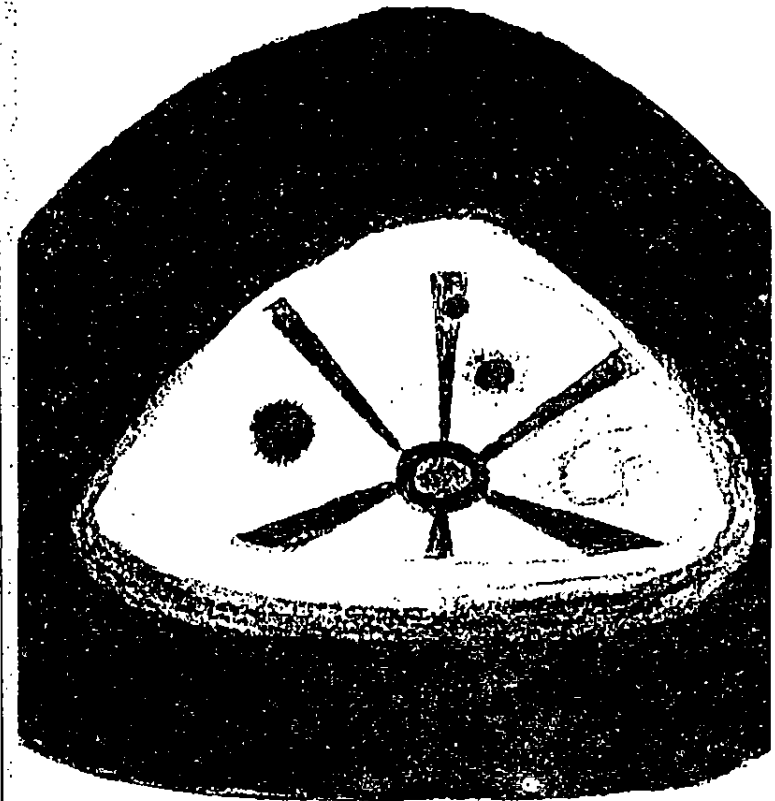
Point 5 on map.

Drawing by Bob as seen through the front window of the car. UFO passed directly over the car at approx. 30 feet.



Drawing # 1            Point 1A on map.

Drawing by Roberta as seen from the rear seat of the car. UFO was to the left of the road at about tree top level.



Drawing # 2            Point 3 on map.

Drawing by Bob as seen at the Bellamy reservoir dam.

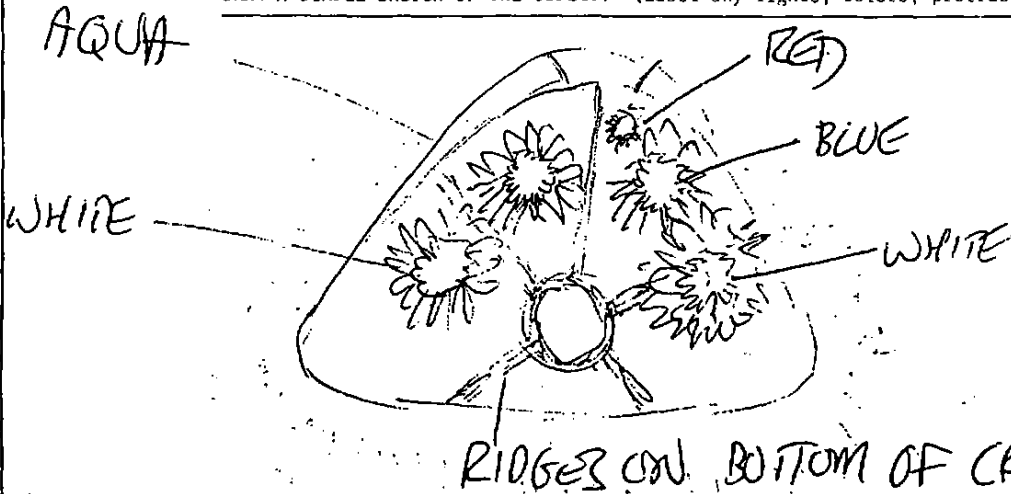


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Mr. PETER R. GUREMIA  
STREET ADDRESS: 571 BRACKETT Rd. PHONE: A/C 603 1436-9283  
TOWN/CITY: RYE STATE: NH ZIP CODE: 03870 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?

(ON TAPE)

(Continue narrative on reverse side)

PLACE OF SIGHTING

COUNTRY

CITY/TOWN

COUNTY

STATE/PROVINCE

SIGHTING TIME

PM ( ) AM ( ) ZONE:

DURATION: SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

10 DAY 6 MONTH 82 YEAR



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: \_\_\_\_\_ MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: \_\_\_\_\_ COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: \_\_\_\_\_ GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: \_\_\_\_\_ DURING SIGHTING? Controlled AFTER? Controlled

WITNESS' NAME: ROBERT GRYMNAK

STREET: 11 GADDITY ROAD

TOWN/CITY: DOVER NH PHONE: 603-579-5719

PROVINCE: \_\_\_\_\_ COUNTRY: USA

OCCUPATION: ELITECHNICAL

EMPLOYED BY: HAMPSHIRE CONTROLS CORP.

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( ) RESERVOIR

AREA/TECHNICAL: AIRPORT( ) POWERLINES(  ) POWER STATION( ) RAILROAD TRACKS( ) OTHER DAM

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 30-40' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 30'-40'

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 NOTHING

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 \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )

DESCRIBE: SOUND \_\_\_\_\_ 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 \_\_\_\_\_ 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? ( <input checked="" type="checkbox"/> ) HOVER? ( <input checked="" type="checkbox"/> )	AFFECT RADIO/TV? ( ) FLUTTER? ( )
TURN ABRUPTLY? ( ) DESCEND? ( <input checked="" type="checkbox"/> )	AFFECT ELECTRICITY? ( ) SPIN? ( )
FALL LIKE A LEAF? ( ) ASCEND? ( <input checked="" type="checkbox"/> )	AFFECT MAGNETISM? ( ) BLINK? ( <input checked="" type="checkbox"/> )
ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( <input checked="" type="checkbox"/> )	AFFECT TIMEPIECE? ( ) PULSATE? ( <input checked="" type="checkbox"/> )
EJECT OBJECT(S)? ( ) OVER A BUILDING? ( <input checked="" type="checkbox"/> )	AFFECT ENGINE? ( ) APPEAR SOLID? ( <input checked="" type="checkbox"/> )
CHANGE SHAPE? ( ) LAND ON GROUND? ( )	AFFECT VEHICLE? ( ) HAVE FUZZY EDGES? ( )
CAST SHADOW? ( <input checked="" type="checkbox"/> ) LAND IN WATER? ( )	AFFECT ANIMAL? ( ) HAVE OUTLINE? ( <input checked="" type="checkbox"/> )
CAST LIGHT? ( <input checked="" type="checkbox"/> ) CARRY OCCUPANTS? ( <input checked="" type="checkbox"/> )	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? \_\_\_\_\_ 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 \_\_\_\_\_  
YOU MAY ( ) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED \_\_\_\_\_

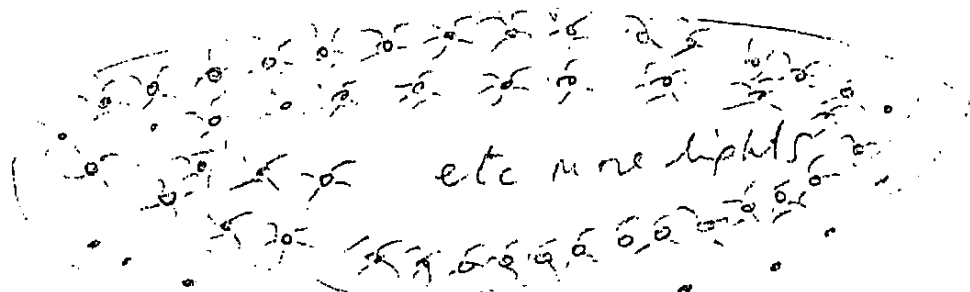


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Mr. Peter R. Gieremia
STREET ADDRESS: 571 BRACKETT Rd. PHONE: A/C 603 436-7283
TOWN/CITY: RYE STATE: NH ZIP CODE: 03870 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



most lights were white - a few colored - red & blue
(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

Stafford Co. N.H. Strafford Co. N.H. Madbury USA

SIGHTING TIME

10:45 PM ( ) AM ( ) ZONE: EDT HRS ( )
DURATION: 40 SEC ( ) MIN ( )

DATE OF SIGHTING

10 DAY 6 MONTH 82 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?

Driving my son's friend home. I noticed this really bright thing ahead of us - flying really low - I said to my son, "Look what is that?" I rolled down the window to get a better look and it didn't seem to be making a noise. It was just moving very slowly - almost hovering. It came into view and went out of view as we passed wooded areas. It was just above tree top level.

(Continue narrative on reverse side)

(over)



we all laughed about it and I thought it was maybe something from Pease AFB. At one point it crossed over in front of us and seemed to come a little lower. — we thought it might land in the road ahead of us. we continued & took home the friend and forgot about it. Then on our way back — there it was again hovering over a field. This time I stopped the car and turned off the engine and opened the window and it was not making any noise at all. It slowly moved behind a wooded area again and the lights seemed to get brighter. It seemed to be very large with lots of lights — most of them white.



ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS( ) INDOORS( ) CAR  AIRCRAFT( ) BOAT( ) OTHER
VIEWED THROUGH: ( GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )
AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL  INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )
AREA/TERRAIN: FIELDS  WOODS  HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( ) ROADSIDE
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
UFO DISTANCE: WHEN CLOSEST TO ME UFO ALTITUDE: WHEN CLOSEST TO THE GROUND
UFO PASSED: ( IN-FRONT-OF 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 ? COLOR(s) ?
DESCRIBE: SOUND NONE SMELL NONE SPEED SLOW
REAL SIZE: ( LARGER( ) SMALLER  SAME SIZE( ) AS THE OBJECT LISTED BELOW
APPARENT SIZE: ( HOW MANY TIMES LARGER( ) OR SMALLER( ) IF PUT IN THE SKY BESIDE OBJECT BELOW:
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? ( )

FOR MUFON USE
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION: 2 yrs. Comp. Professional College
DEGREE:
MAJOR: Secretarial
SPECIAL TRAINING:
VISION: 20/25 COLORBLIND? ( ) EYEGLASSES? (x)
HEARING: GOOD? (x) FAIR? ( ) POOR? ( ) USE AID? ( )
HEALTH: DURING SIGHTING? Good AFTER? Good

WITNESS' NAME: MIRANDA V. GYABEIN
STREET: 11 GARRITY ROAD
TOWN/CITY: DOVER NH PHONE: 603-578-5774
PROVINCE: USA
OCCUPATION: Computer Assistant
EMPLOYED BY: USDA - Soil Conservation Service

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.

Miranda V. Gyabain
SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 21 6 82

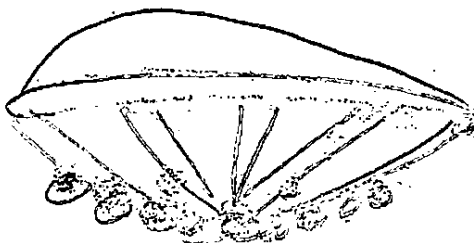


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Mr. PETER R GEREMIA  
 STREET ADDRESS: 571 BRACKETT Rd. PHONE: A/C 603 / 436-9283  
 TOWN/CITY: RYE STATE: NH ZIP CODE: 03870 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?

(Continue narrative on reverse side)

PLACE OF SIGHTING

COUNTRY

CITY/TOWN

COUNTY

STATE/PROVINCE

SIGHTING TIME

PM (X) AM ( ) ZONE: \_\_\_\_\_

DURATION: \_\_\_\_\_ SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

10 DAY, JUNE MONTH, 87 YEAR



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EMUCATION: \_\_\_\_\_ MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD?  POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? ex. AFTER? same

WITNESS' NAME: Robertla Chalka AGE: 18

STREET: 25 Finch Rd.

TOWN/CITY: Dauger (Madison) PHONE: 740-5318

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_

OCCUPATION: Student

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 Car Window / open

AREA/LOCATION: CITY( ) SUBURBAN( ) RURAL  INDUSTRIAL( ) COMMERCIAL( ) RESIDENTIAL( )

AREA/TERRAIN: FIELDS  WOODS  HILLS( ) MOUNTAINS( ) RIVER( ) POND( ) LAKE( ) Reg.

AREA/TECHNICAL: AIRPORT( ) POWERLINES  POWER STATION( ) RAILROAD TRACKS( ) OTHER Dam

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 \_\_\_\_\_ 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 \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_

( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_

DESCRIBE: SOUND \_\_\_\_\_ 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 \_\_\_\_\_ 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? <input checked="" type="checkbox"/>	HOVER? <input checked="" type="checkbox"/>	AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? ( )	DESCEND? <input checked="" type="checkbox"/>	AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? <input checked="" type="checkbox"/>	AFFECT MAGNETISM? ( )	BLINK? <input checked="" type="checkbox"/>
ABSORB OBJECT(s)? ( )	OVER POWERLINES? <input checked="" type="checkbox"/>	AFFECT TIMEPIECE? ( )	PULSATE? <input checked="" type="checkbox"/>
EJECT OBJECT(s)? ( )	OVER A BUILDING? <input checked="" type="checkbox"/>	AFFECT ENGINE? ( )	APPEAR SOLID? <input checked="" type="checkbox"/>
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? 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.

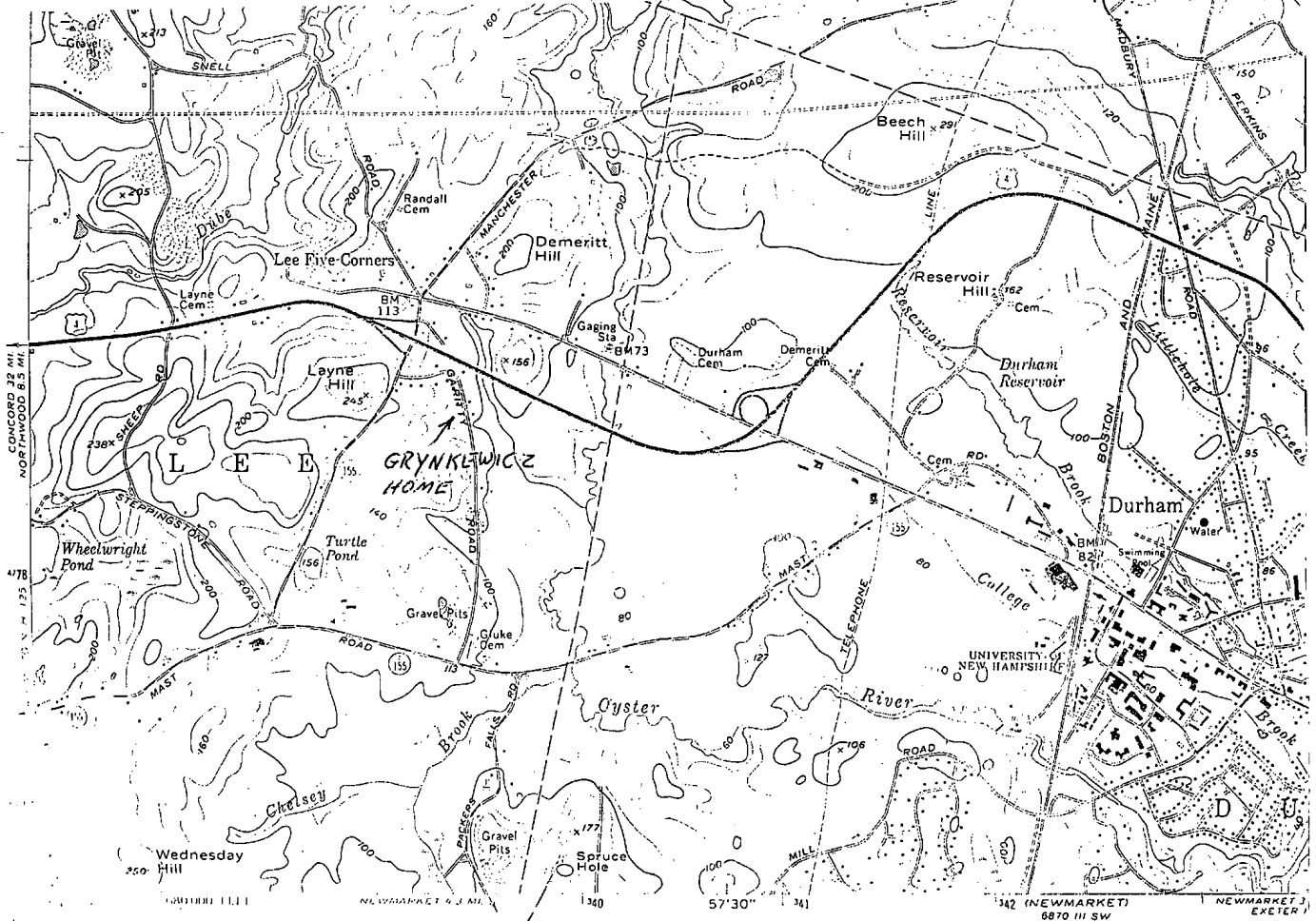
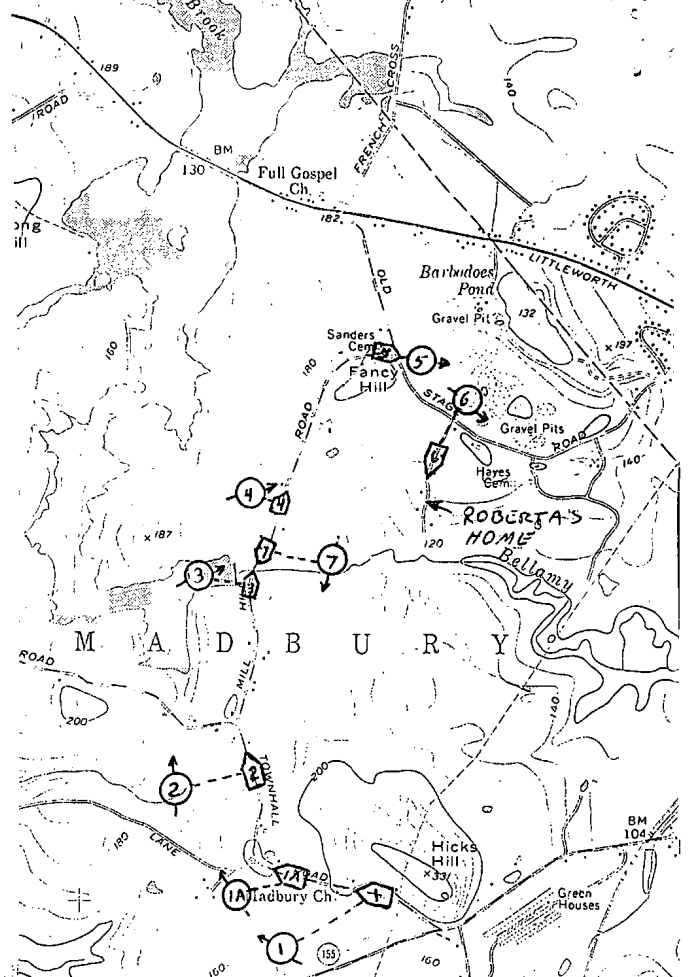
Robertla Chalka  
SIGNATURE OF OBSERVER

YOU MAY  MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 6 21 82

-  = Object with arrow pointing in the direction of travel.
-  = The Grynkewicz car.

- 1 Mrs. Grynkewicz first sights the object. It looks like a strange plane.
- 1A Roberta got her first good look at the side of the object. ( See drawing # 1 )
- 2 Lost sight of the object due to the trees.
- 3 UFO hovered over the Bellamy reservoir with the lights from the underside reflecting off the water. The car was stopped with the window down. No sound was heard. ( See drawing # 2 )
- 4 UFO hovered over a yellow house then turned toward the car and dipped the front toward the ground. The movement was side to side almost like it was going to crash. This allowed them to see part of the top. ( See drawing # 3 )
- 5 UFO passes over the car at tree top level, approx. 30 feet. Bob got a good look at the back and bottom. ( See drawing # 4 )
- 6 UFO passes across the back of the car. It was seen by Roberta through the rear window.
- 7 UFO comes close to the ground on the return trip. Mrs. Grynkewicz stopped the car, shut off the engine and lowered the window. No sound was heard.

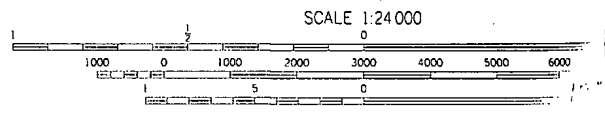


Map made by the Army Map Service  
 Edited and published by the Geological Survey  
 of the U.S. DEPARTMENT OF THE INTERIOR, and New Hampshire

Contours and base map are compiled from aerial photographs  
 taken by the U.S. Army and U.S. Navy in 1942  
 Contours derived from the U.S. Army Survey 1956

Horizontal datum is the North American datum  
 Vertical datum is the mean sea level system  
 UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



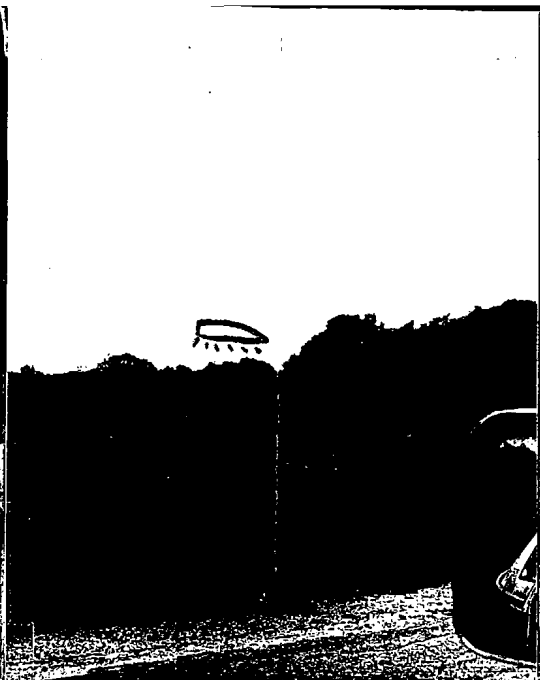
SCALE 1:24 000

CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL  
 DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN SEA LEVEL  
 SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH TIDE  
 THE MEAN RANGE OF TIDE IS APPROXIMATELY 6 FEET

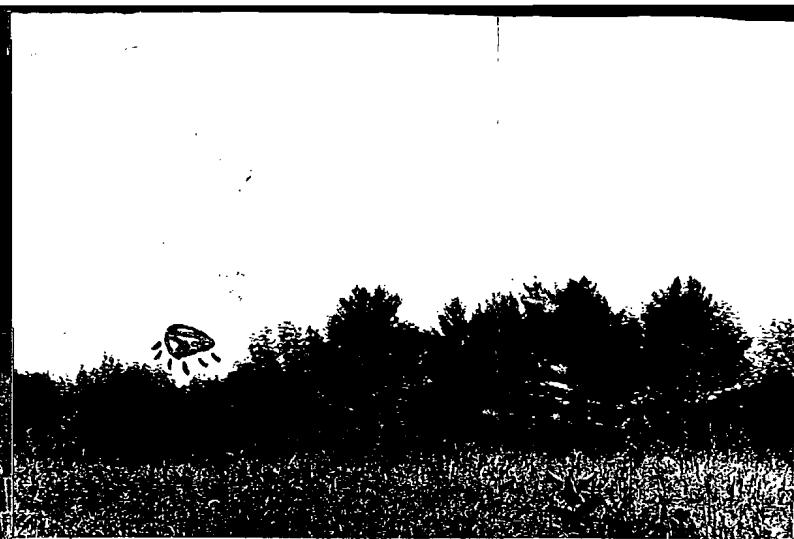
THIS MAP COINCIDES WITH NATIONAL MAP ACCURACY



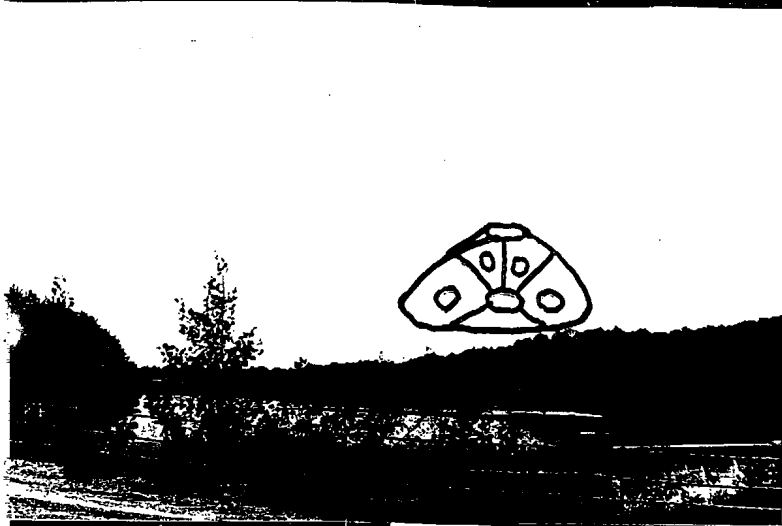
Point 1 on map. Object first sighted by Mrs. Grynkewicz at a distance. Looked like a strange plane.



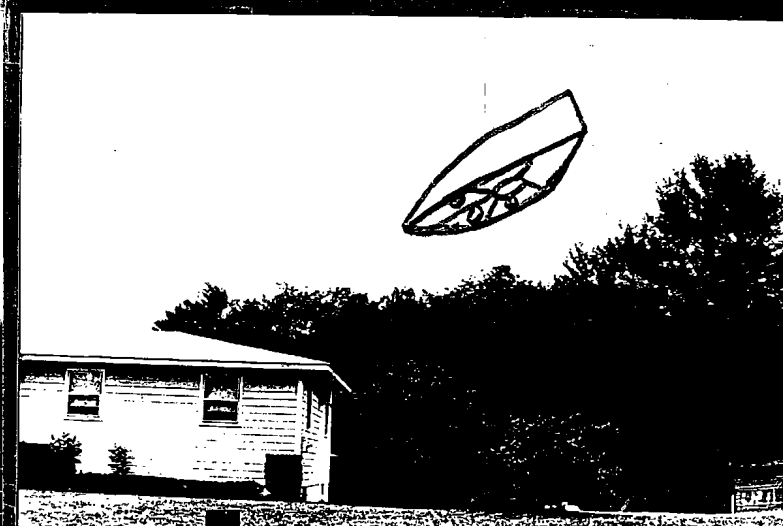
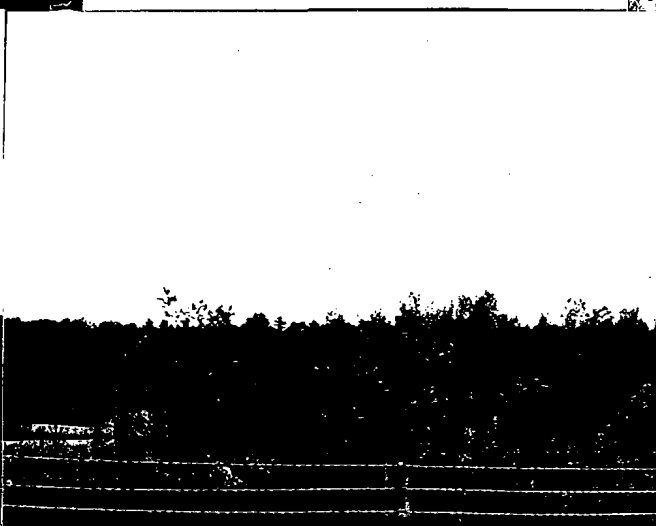
Point 1A on map. Roberta got her first good look at the side of the object.



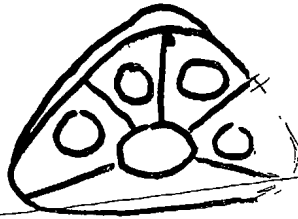
Point 2 on map. Lost sight of object as it passed behind the trees.



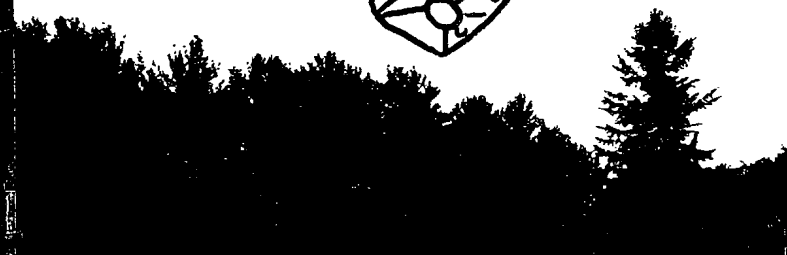
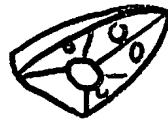
Point 3 on map. UFO hovered over the Bellamy reservoir as the lights from under the craft reflected off the water. The car was stopped with the window down. No sound was heard.



Point 4 on map. UFO hovered over a yellow house, turned toward the car and dipped its front toward the ground. Part of the top of the craft was now visible.



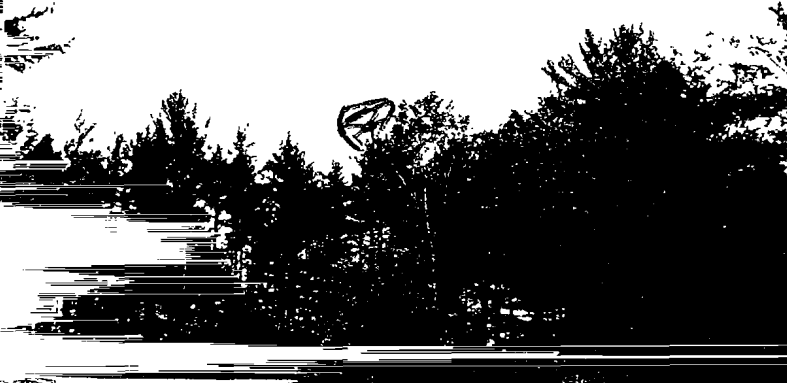
UFO comes closer to the car on Mill Hill Rd.



UFO breaks out from behind the trees on Mill Hill Rd.



Point 5 on map. UFO passes over the car at the intersection of Mill Hill Rd and Old Stage Rd. Bob was able to get a good view of the back and bottom of the craft.



Point 6 on map. UFO passes across the back of the car seen by Roberta from the rear window.



Point 7 on map. UFO comes close to the ground on the return trip. Mrs Gryniewicz stopped the car, shut off the engine and lowered the window. No sound was heard.

'The Craft Hovered Over Bellamy Reservoir'

An Incident in Madbury: Could It Have Been a UFO?

By CAROL LIGHT  
Sunday News Correspondent

MADBURY, Aug. 28 — It's an uncomfortable yet somehow fascinating feeling, thinking that somewhere in the sky beyond what we can see with the naked eye there might exist other beings, other worlds.

Some say hogwash to the infrequent UFO sightings, dismissing them as military maneuvers or the product of over-active imaginations. There are skeptics who have never seen, but still scan the skyline from time to time on the one-in-a-million chance they might catch a glimpse of a spaceship.

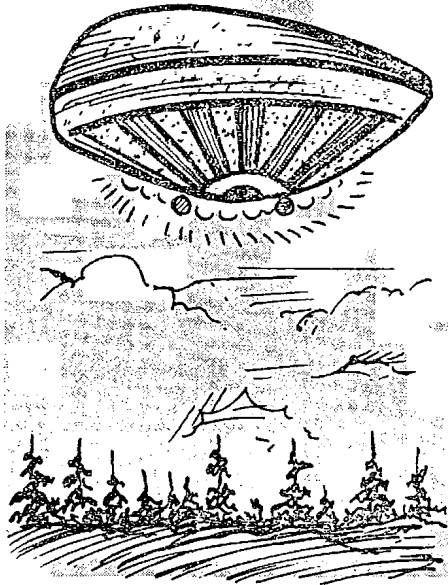
And then there are those who have seen something — red lights pulsating, or dim shadowy shapes streaking across the night sky, or a white flash along the tree line. Some never quite resolve in their minds what it was they saw. Others know for sure, having never doubted for a moment the possibility that life exists somewhere else besides the planet Earth.

Bob Gryniewicz falls into the last category.

He'd always believed in the possibility of higher life forms, visitors from outer space, space crafts landing quietly in a field somewhere and aliens disembarking. But what he saw in the company of his girlfriend and his mother on a warm night earlier this summer made his position on the matter unshakable.

The events of that night have just recently come to light, having been kept quiet during an investigation into the sighting by MUFON (Mutual Unidentified Flying Objects Network), headquartered in Seguin, Texas.

"My mother, she was the brave one," said



Gryniewicz. "She wanted to get out of the car and see if there were actually any little green men."

Gryniewicz still cannot contain the excitement in his voice as he relates the story, punctuating his articulate narrative with expansive flourishes of his hands.

"I just saw it there, hovering over the water . . . I saw the reflections of the lights on the reservoir . . . we just came around a corner of the road, and BOOM! it was right there," he said.

AN AIRPLANE?

Gryniewicz, 21, and his mother Miranda, were driving his girlfriend, Bobbi, 18, to her house from their Garrity

Road home in Lee, along Rte. 155. When they arrived in the rural town of Madbury, they turned down Town Hall Road.

Mrs. Gryniewicz saw lights first, and remarked to her son about the brightly-lit airplane on the horizon. She finished the statement by saying that "it was no wonder people kept thinking they were seeing UFOs with airplanes that looked like that," according to her son.

As the craft kept pace with them just beyond the line of trees, the three passengers in the compact car slowly realized that whatever it was, it was not an airplane. And when they arrived at the Bellamy Reservoir on Mill Hill Road, the show began.

not much greater than that of the surrounding trees.

Gryniewicz carefully shows to visitors the pastel drawings of the craft that both he and Bobbi did not long after the sighting. (Staff cartoonist Bob Dix's rendition of one of the drawings accompanies this article.) His bedroom walls are covered with photos and posters of the universe, of nebulas, the rings of Saturn, and the creations and creatures embodied in science fiction.

Although he feels the fact that he saw the craft was a special privilege, he also realizes there are those who will think he might be a little off his rocker.

"Why would I go through all this if it wasn't true?" Gryniewicz said. "To make myself look like a nut? My feeling is that if nobody out there believes what I'm saying, they're just plain ignorant."

Gryniewicz, an electronic technician and a graduate of the New Hampshire Technical Institute, describes the sights he saw as "magnificent," and notes he might even have liked to return in a spaceship if he'd had a chance.

MUFON's Geremia, who freely admits he is a skeptic on the subject of UFOs, first got into investigating the infrequent sightings through a friend involved in MUFON about 10 years ago. But after hours of questioning the trio, after listening over and over to their tape-recorded conversations and scanning their drawings, he feels sure the Madbury sighting was not a hoax.

"When it's a hoax, you get a feeling for that

*'I just saw it there, hovering over the water . . . I saw the reflections of the lights on the reservoir . . . we just came around a corner of the road, and BOOM it was right there.'*

from the conversation," Geremia said. "But I didn't get any of that from them. In fact, the mother was reluctant to talk to me at all.

"I have no doubt in my mind that they did not make this up," Geremia said, glancing at the drawings and folders he has accumulated on the case.

"In cases of UFO sightings, the fear or ridicule is really strong . . . but they know what they've seen, and deep down they really believe that something is going on," he said.

Geremia, who works as a computer technician, believes that man does not yet have the technical ability to produce a craft that could travel at the speeds described by the Gryniewicz without making a sound or even ruffling the nearby trees.

TO CHECK AFB

All the same, he plans to check with Pease Air Force Base in Newington just to be sure there might not be a military experiment of some kind that could explain the existence of the mysterious craft.

The Gryniewicz sighting is the first one in a couple of years in southeastern New Hampshire, Geremia said, but it follows in the wake of a very similar sighting only two weeks before in rural Vermont.

Geremia said there are many theories as to why the crafts seem to appear near sources of power — high voltage lines — or in the Gryniewicz case,

near a dam. Some researchers say the familiar pattern of a craft following or pacing a car may just be a kind of interstellar harassment or curiosity.

And there has to be an explanation for why the sightings most frequently happen in small, rural towns on the outskirts of large, heavily-populated industrial areas. But no one has found it yet.

Gryniewicz, with his characteristic enthusiasm and excitement over the possibility, sums it up neatly.

"They're just exploring space," he said smiling. "They're checking us out. Maybe their world is gone now, for whatever reason. Maybe a nuclear war. If we have the ca-

capacity here on earth for spaceship," he concludes. "She said to me, 'Bob, this might be the best experience of our lives.'"

"It's like my mom said when she looked up at the

The craft hovered over the water for several minutes, 500 feet from their car, exposing its top and bottom sides to the spectators. All three later told Peter Geremia, an investigator for MUFON, that the craft never made a sound — never caused the trees to rustle or the surface of the water to ripple. As they proceeded toward Bobbi's house, Gryniewicz describes as a "pulsating red light" on both the house and then the Gryniewicz car. A few moments later, when they began to move farther down the road, the craft passed directly over the car at a height





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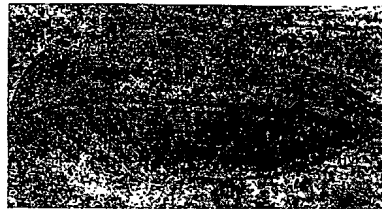
Pages Today 40

Geo. J. Foster & Co., Inc., Publishers

DOVER, N.H., THURSDAY EVENING, AUGUST 19, 1982

ESTABLISHED 1873 109 Year-No. 53

## Of UFOs and alarms



This drawing of the unidentified flying object seen in June in Madbury shows the profile of the craft as it flew by the car of the three people who reported the incident.

### UFO cited in Madbury

By MARK C. BUDRIS  
Rochester Bureau Chief

ROCHESTER — It was a clear night. They were driving down a rural road in Madbury at around 10:30 p.m. June 10 when they saw the bright lights.

The mother, her son and her son's girlfriend watched as it appeared to pace them behind the trees. It then hovered over the Bellamy Reservoir a good distance away.

And then it happened.

As they made a turn, the "silly thing flew over them at about 30 feet," according to Seacoast UFO investigator, Peter Geremia of Rye.

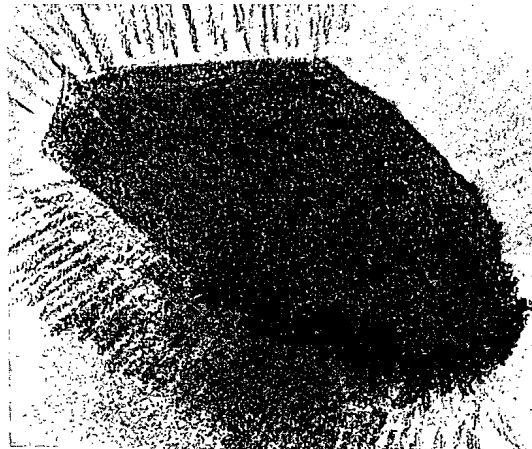
They all caught a clear view of the bottom of the roughly 40-foot diameter craft. It was shaped like "a modified flat iron" and had lights.

They continued on their way, and after the boy's girlfriend was dropped off at her Madbury home, the boy and his mother headed home, only to see the craft in the distance again, appearing to pace them.

The whole episode lasted about 45 minutes. "It's a pretty solid case," Geremia said, "Especially when you get three people who all see the same thing."

The Federal Aviation Administration and other aviation authorities had no record of any

☆ **Madbury**  
Please turn to Page 12



This drawing of an unidentified flying object sighted June 10 by an area man in Madbury shows the top of the craft as it dipped its front toward the car the man, his mother and his girlfriend were riding in. The object was surrounded by bright white light with pulsating blue, red and green lights on its side, he said.

### Janitor causes WOO WOO WOO

By MARK C. BUDRIS  
Rochester Bureau Chief

ROCHESTER — The case of the weird sound was closed. But not before the neighborhood that heard it was flooded with a steady stream of skeptics and seekers of UFOs.

It was solved a few hours after the story of the "woowoo woowoo woowoo" that woke up many in a Western Avenue neighborhood hit the streets. It was an alarm.

A janitor at the Elks lodge on Columbus Avenue a half mile away accidentally set off the alarm at around 5 a.m. Tuesday

morning. It was the first night the alarm had ever been activated.

Two police cruisers responded. So did Elks Home manager Tom Diamond, who got a call from the janitor. He could also hear the ringing from his home on Chestnut Hill Road a mile away.

He called the newsroom about 5:30 p.m. Wednesday with the news.

"Everybody's having a big joke about it down here," said Diamond.

The solution will probably

☆ **No UFO**  
Please turn to Page 12

## Madbury

UFOs in the Madbury area the night of June 10 — but the FAA rarely has information that confirms sightings, said Geremia, a 42-year-old computer technician.

He said the witnesses had a "typical reaction" to the incident.

They first thought it was an airplane or a helicopter, but then were frightened into "My God, what is it?"

"When you get it hovering 30 feet above their car, there can be no doubt it was a UFO or something unknown," he said.

Geremia said the pacing and hovering are the most typical characteristics of the 15 to 20 cases he's investigated over the past seven years on the Seacoast. This case is interesting because it is similar to one reported a few weeks earlier in Vermont.

"You always have the bright light hovering low to the ground, zipping along at tree-top level, making erratic movements and acceleration that defy modern aircraft movement," he said.

He had the three persons who sighted the UFO in Madbury draw pictures of their experience. They've retraced their route. He's made tape recordings of their stories, and is just now completing a report to send to the Mutual UFO Network, or MUFON, a nationwide investigative group. The report will end up on file for researchers.

Geremia, who believes he is the only active Seacoast UFO investigator, came to Rochester Wednesday afternoon to investigate the mysterious depression in the grass discovered off Western Avenue a few hours

after a loud sound woke many in the neighborhood.

With one quick look, he concluded what several people had been speculating. The matted, 1½-foot high grass was probably flattened by a tent or tarp. This morning it was determined that the strange noise that persisted more than 15 minutes was a burglar alarm. (See related story.)

Geremia said that in his spare-time investigative travels in New Hampshire he has never come across "a grass case," in which evidence of a UFO's landing is left on the ground.

But in some cases, he said, the grass is reported swirled in a 30- to 40-foot circle, with a 10-foot diameter central section appearing to be lifted up.

Burned pod marks often appear, and the grass outside of the center area is often dehydrated and takes weeks to recover.

He heard about the Rochester case Wednesday through an inactive UFO investigator.

If the noise the Rochester neighborhood heard had been a UFO it would have been unusual, he said. The great majority of UFO sightings are reported as silent — which brings into scientific question what kind of propulsion systems the crafts might use.

When noises are reported, they're usually described as whirring or whooshing sounds, he said.

Geremia said that things have been quiet in the Seacoast area recently as they have been nationwide. But if past patterns hold — the mid 1960s and mid-1970s saw large numbers of reports — a new series might



Seacoast UFO investigator Peter Geremia.

be approaching.

When movies like "Close Encounters" and "E.T." were released, researchers expected a jump in the number of UFO sightings, but this has not been the case, he said.

"The mid-80s may bring another flap," he said, referring to the term used by UFO researchers to describe rashes of reports.

But, he said, "The chances of seeing a UFO are worse than being hit by lightning."

"Of course, I'd love to see one," he said.

He doesn't try to explain the sightings, but said he is convinced that people really do see the objects.

"I have no idea. A lot of people say extraterrestrial sounds good, but

then that falls from popularity and it's said to be an aberration of the human mind. It's hard to say. All I'm doing is reporting what people see. I'll leave it up to someone else to figure it out," he said.

He said one of his most interesting cases occurred about 1½ years ago in Franklin. A family sitting on the front porch of their home saw a bright light.

Joking around, the father blinked the porch light several times and the light in the sky supernaturally zoomed down toward the house, terrifying a little girl at the home looking at the light through binoculars.

The youngsters were put to bed, and the husband and wife went out into the street to scan the sky for a better look.

The man turned and heard his wife scream. Turning back, they both said they saw "a tall man in a silver uniform between two trees."

"They ran into their house, locked the doors and turned on the lights. They were pretty upset," he said.

The next day, their daughter reported that when she was walking beside a field in the vicinity, she saw a short being with a large head walking through the tall grass. Geremia, however, said that this incident — because it was witnessed by only one person — does not have the credibility of the Madbury sighting.

He said that people in general are anxious and curious to see and learn about UFOs. However, he said the government has files "locked away" that they won't release publicly for "fear of panic."

"People are trying to see what's going on. They're not afraid. I absolutely reject the idea of widespread panic," he said.

## No UFO

ground hundreds of imaginations throughout the city. The imaginations were prodded by the news story. Dozens of kids and their parents turned out Wednesday evening to see the mysterious depression in the grass of a nearby field, discovered a few hours after the loud sound was heard.

It was something they could see and touch.

But what about the report of the scanner call and the empty police log?

Police Chief Kenneth Hussey said the officers heard the sound on their own. But when they got there, Diamond was already turning off the alarm. They left. No report to file. No log entry.

The sergeant on duty was never told about it. So he did not recall it during an inquiry Wednesday.

Had the alarm been registered at the police station, a car would have been dispatched, and a report filed. The alarm has since been hooked up to the station.

This story will surely break 12-year-old Nicole Biloudeau's heart. She had her grandmother bring

her out to see the mysterious depression that Carol Moore discovered. The reporter did not tell her a Seacoast UFO investigator, Peter Geremia of Rye, quickly concluded a few minutes earlier that it was likely made by a tarp or tent. (see other story)

Nicole, wearing an "E.T." shirt, was convinced that the depression was strong evidence of an extraterrestrial visit.

"It was really something. Nothing can do that much," she said.

Skeptic Evelyn Bateman of Dover had to come out and see for herself. She brought a friend and a back seat full of kids.

"I don't disbelieve and I don't believe. But I'd have gone out that night, for sure," she said, referring to Carol Moore's understandable reluctance to go into the high-grass and wooded field in the dark to investigate what she heard.

The prediction of her friend, Roxanne Weeden of Rochester, turned out to be pretty close.

"I think it's a farce. It could've been a smoke detector," she had said.

Gary Wentworth, 13, lives a few hundred yards away from the depression on Court Street. He didn't hear the noise. But he and his friends saw the depression and would "definitely camp out" in the field. The only thing left to do was to choose the best site.

"God, I wish I was here at 5," he said.

Joey Jaffe, Jr., 16, of West Milton, checked out the site with his mother on the way home from Rochester. He said the ground looked like something had risen up and blew the grass down. Especially around the edges.

His mother did not have a theory. "There's a lot of possibilities, I suppose. A million and one possibilities."

But they confessed, "We're looking for them (UFOs) all the time."

Two kids said they could feel "heat" on the depression with their hands.

Another found a small piece of iron ore-looking rock in a small gouge on the edge of the depression that looked suspiciously like a "pod mark" from a you-know-

what. She took it home to keep in her room.

Chris Harmon, 11, who lives a few hundred yards from the site, did not hear anything. He investigated thoroughly and was "pretty sure" no UFO landed in his neighborhood.

"There's no burn marks. I think it's some kids playing a prank. Even with the noise. They could have done it somehow," he said. Kids often party back by the tracks, he said.

One elderly gentleman leaned over a bare patch near Western Avenue and rubbed some dirt between his fingers. When he was told the depression was 50 yards away through the woods, he waved his hand and left.

The story had everybody wondering. If only a little.

Two women left talking about past reports they had heard about UFOs.

"I only saw something one time I couldn't explain," she said. "But honest to god, Clarence saw a cigar-shaped thing go over Northwood. And they're no drinkers. It makes you wonder."

MA  
US 0917-1982-0001

REPORT HEADING

Subject: Massachusetts, 1982-9  
Type of Report: General  
Date of Report: 9, Nov., 1982  
Date of UFO Sighting: 17, Sept., 1982  
Time of UFO Sighting: 10:45 p.m.-12:15 p.m.  
Place of Sighting: Ipswich, Massachusetts (Essex County) USA  
Local Evaluation: Significant  
To: MUFON Headquarters/ Original material  
From: Marge Christensen, Essex County State Section Dir.  
(assisted by Evan Randolph- MUFON field investigator trainee)

SIGHTING BACKGROUND:

The witnesses, husband and wife, contacted Raymond Fowler shortly after their sighting. Ray relayed the information to me, and I contacted them and arranged for an interview and investigation.

SIGHTING ACCOUNT:

Mr. Arthur Schwartz was out in the evening (at 10:30) walking the dog, and watching falling star activity. Suddenly, out of nowhere, a boomerang-shaped object appeared, making erratic (zig-zagging) movements and traveling in the southeasterly direction. It had a white, faded glowing body, with red lights on its sides. He immediately thought that it must be a UFO, mainly because of the erratic movements it made, and because it was noiseless. He estimates that it was probably 300-500 feet above the ground.

Meanwhile, Denise Schwartz, Arthur's wife, wondered what was keeping her husband outside so long, and she also came outside to see what was taking place. As the two of them stood outside together, they observed three disc-shaped objects pass overhead and then lost sight of them as they passed over trees. They continued to watch, and about 1/2 hr. later, Denise claims to have seen the same three objects pass overhead. Arthur's story differs from Denise's at this point, as he claims that when the objects passed over head the second time, he saw only one object, disc-shaped. They both felt that the objects were solid, and both described them as being a solid light (somewhat as a fluorescent bulb).

They are interested in the topic of UFO's, but have not read any books on the subject. Denise claims to have had strange dreams regarding UFO's for years including one recurring dream in which she is paralyzed by a beam of light emanating downward from a UFO. She also claims to have psychic ability and has had out of body experiences. Both husband and wife are college graduates and both hold positions of responsibility.

MASSACHUSETTS, IPSWICH (ESSEX COUNTY) SEPTEMBER 17, 1982 10:45 PM

9

SIGHTING INVESTIGATION

ACTIVITY LOG

- Oct. 1 --- Ray Fowler called to give me the details regarding the case.
- Oct. 3 -- I spoke to Arthur Schwartz on the telephone and later sent him a copy of our MUFON information page. He was ill at the time, and I told him that we had a backlog of cases and shortage of investigators at the time, so we agreed to wait till later in the month to tackle the case.
- Oct. 10 -- I spoke to Arthur Schwartz and arranged an appointment to meet with him and Mrs. Schwartz on Sunday, Oct. 24.
- Oct. 24 -- I met with Mr. and Mrs. Schwartz at their home in Ipswich. Evan Randolph accompanied me in order to observe the investigation techniques.
- Oct. 24-- I stopped at the Ipswich Police Dept. to speak to the officer on duty and inquire as to whether or not their blotter for the 17th of Sept. or the next day had any listings of calls regarding the sighting. The police officer was very cooperative and showed me where our card and also hotline number are posted on their bulletin board and he assured me that should they receive any reports of sightings, they would immediately contact us. The blotter did not have any entries regarding sightings for the dates in question.
- Oct: 25-- I placed an article in the "Ipswich Chronicle" stating that there had been a sighting by 2 witnesses of several objects of two different shapes over Ipswich on the evening of Sept. 17, and we were asking anyone else who might have witnessed these objects overhead to please call the Mass. MUFON Hotline. I felt that since the sighting lasted such a lengthy time that hopefully, someone else should have seen it. We received one call on the Hotline on Oct. 28. Mrs. Brong, of Central St. in Ipswich called, but wasn't sure that her sighting was on the 17th of Sept. It does not appear to be the same sighting, as what she saw (and heard) seems fairly certain to have been helicopters.
- Nov. 9 -- I contacted the U. S. Weather Bureau in Boston for historical weather data for Sept. 17, and found that the evening was clear, with visibility at 15 mi.

3

THE INTERVIEW AND INTERROGATION:

Evan Randolph and I interviewed the Schwartz's first outside where the incident occurred and then in their living room of their tastefully decorated home, at which time we interviewed them separately. Both of them were very cooperative, and were objective in describing the objects they had sighted. Although they seem interested in the topic of UFO's, neither had read any books or really done much serious thinking about the topic. The fact that they did not agree on how many objects they sighted the second time around indicates that they did not collaborate on the story and that each one is telling what he or she feels to be an accurate description of the event.

Both Arthur and Denise Schwartz seem to be very stable, well-adjusted people who have no desire for publicity. As a matter of fact, the reporter from the "Ipswich Chronicle" asked if she could speak to them and do a story on the sighting. I refused to give her their names or phone number, but agreed to ask them and then if they were interested, I would have them call her. The very mention of the newspaper coverage brought a resounding negative response from them. They simply felt that they should report what they saw, but did not want any publicity.

Denise is interested in exploring a bit further the area of her dreams through the use of hypnosis isomeday in the future.

ADDITIONAL WITNESS CHECK :

As mentioned in the log, I stopped at the Ipswich Police Station in an attempt to locate any additional witnesses who might have contacted the police. This attempt was fruitless. I also placed an article in the "Ipswich Chronicle" (and a reporter from "Ipswich Today" used the Chronicle article and a phone call to me to write an article for that paper as well. Both are weekly papers.), but to date, we have only received one phone call which does not seem to be referring to the same sighting. The caller, Mrs. Brong, of Central St., Ipswich, told me that she was not sure of the date of her experience, and that she was certain that what she and her son had seen were helicopters. They saw 7 lights and heard lots of loud noise around 10: p.m. some time in Sept. They had heard previously on the news that Pease AFB would be conducting maneuvers, and they were certain that what they saw and heard were helicopters from those maneuvers. The lights they saw were red, blue, and white, and the lights were flying very high in a straight line. Since the lights that the Schwartzs saw were quite low and were flying in zig-zag patterns, it does not appear that the two reports are from the same sighting. Also, the lights are of different colors in the two sightings. *The Brong sighting involved a great deal of noise. The Schwartz sighting was noiseless.*

NATURAL PHENOMENA CHECK:

Because of the description and the behavior of the objects, there seems to be little likelihood that they were natural phenomena.

MAN-MADE OBJECT CHECK:

Because of the disc-shape and the strange maneuverability of the objects in question, it is not likely that they are man-made.

WITNESS BACKGROUND CHECK:

The husband is a college grad. with a degree in social work. Due to the employment market, he has now taken a position as an electrical mechanical assembler for a company which is a subsidiary of Bausch & Lomb. The wife holds a bachelor's degree in English, and also due to the employment market, has switched careers, and now works as secretary to the Supt. of Schools. Both partners hold responsible positions and in both cases, I have no reason to question their integrity. Both have a great deal more to lose than to gain by perpetrating a hoax.

SIGHTING EVALUATION:

Because of the credibility of the two witnesses (and because there were two witnesses), as well as because of the description and behavior of the objects involved in this sighting, it seems that it must be labeled as unknown until any further information surfaces which either assists us in identifying the objects, or further substantiates the fact that it is an unknown. The boomerang-shape and the disc-shape do not match the description of any conventional aircraft, and the lights and zig-zagging motion do not fit in with the behavior of conventional aircraft, nor do they fit in with the description of astronomical objects. Since the second time the disc-shaped objects appeared, the husband claims to have seen only one object while the wife claims to have seen three objects, it would seem to establish that the three objects were separate objects and not one object with three lighted sections. Should further information related to this case be obtained, this report will be updated.

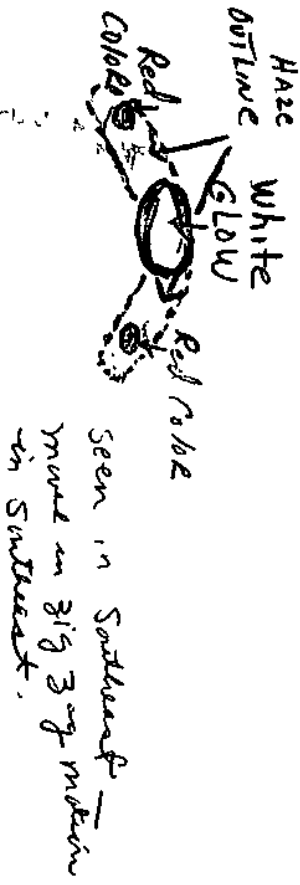


UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (PRINT) AND RETURN TO INVESTIGATOR (FOR MUFON USE)

NAME OF INVESTIGATOR Massachusetts (and Elm Knolls)  
STREET ADDRESS 2 Cherry Rd, Beverly, Ma PHONE NO 922/1600  
TOWN/CITY Beverly STATE Ma ZIP CODE 01915 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? outside Around the house
2. WHAT MADE YOU FIRST NOTICE THE OBJECT? STAR GRAZING
3. WHAT DID YOU THINK THE OBJECT WAS WHEN YOU FIRST NOTICED IT? UFO
4. DESCRIBE YOUR REACTIONS AND ACTIONS, DURING AND AFTER SIGHTING THE OBJECT.
5. DESCRIBE THE OBJECT AND ITS ACTIONS. BOOMERA B SHAPED ERRATIC MOVEMENTS
6. HOW DID YOU LOSE SIGHT OF THE OBJECT? VAUISH OUT OF MY VISION

IT WAS RECEIVED AS A CALL AT MY HOME. I WAS AWAKENED BY WATCHING FALLING STAR ACTIVITY. I WAS NOTICING

A BRIGHT OBJECT IN THE NIGHT SKY. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT.

THE OBJECT WAS IN THE SKY. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT. I WAS AWAKENED BY A BRIGHT FLASH OF LIGHT.

(Continue narrative on reverse side)

PLACE OF SIGHTING

MASS ESSEX IPSWICH USA  
STATE/PROVINCE COUNTY CITY/TOWN COUNTRY

SIGHTING TIME

2:40  
24/12 PM ( ) AM ( ) ZONE: EST.  
DURATION SEC ( ) MIN ( ) HRS ( )

DATE OF ENTRY

11 9 1982  
DAY MONTH YEAR



LOOK UPON USE

TEMPERATURE: 50°

WIND DIRECTION: NW

WIND SPEED: 1 mph

VISIBILITY: 12 mi

CEILING: Clear

EDUCATION: College

DEGREE: B.S. - 3 years summer

MAJOR:

SPECIAL TRAINING:

VISION: X COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD (X) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? good AFTER?

WITNESS NAME: William S. ...

ADDRESS: 4 Manning St

TOWN/CITY: IPSwich

PHONE: 356-0588

COUNTRY: U.S.A

OCCUPATION: electrical mechanical engineer

EMPLOYED BY: Industrial X-Ray & Color

(Sunderland of Dunbar & Low)

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 S.E. LAST SEEN IN S.E. IT MOVED FROM side TO side

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 300 to 500 ft UFO ALTITUDE: WHEN CLOSEST TO THE GROUND SAME

UFO PASSED: ( IN-FRONT-OF chimneys WHICH WAS 100 ft. IN DISTANCE FROM THE WITNESS BEHIND( ) WHICH WAS( ) IN DISTANCE FROM THE WITNESS

ALSO IN AREA: AIRPLANE( ) HELICOPTER( ) BALLOON( ) SEARCHLIGHT( ) OTHER Houses + Street Lights

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 BOOMERANG COLOR(S) Red, white ( A LIGHT (✓) NUMBER OF 3 SHAPE OF oval COLOR(S) SAME

DESCRIBE: SOUND NONE SMELL NONE SPEED VERY 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 1/10 TIMES THE SIZE OF A FULL MOON

BRIGHT AS: A STAR( ) THE MOON( ) OR faded 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? NO 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.

William S. ...  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 27 2 62  
DAY MONTH YEAR





UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)


PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON use)

NAME OF INVESTIGATOR: Marge Christensen

STREET ADDRESS: 2 Cherry Road PHONE: A/C 922-1646

TOWN/CITY: Beverly STATE: Ma ZIP CODE: 01915 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



color. glowing white, going from northeast, turning + heading south

(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?

*Witness* was inside and wondered what was keeping husband, who was outside walking the dog. She went out to investigate. Husband had observed a boomerang-shaped object and was watching to see if it would pass overhead again. As the couple watched, they observed three white disc-shaped objects (lighted throughout) go from the northeast, turning and heading south. They watched until they lost sight of the objects as they passed over trees. About 1/2 hr. later, they again witnessed the objects. Denise claims to have seen the 3 objects again, still in the same flight formation. Husband claims to have seen only 1 object the second time around.

(Continue narrative on reverse side)

PLACE UP BEHIND:

COUNTRY: USA

CITY/TOWN: Ipswich

COUNTY: Essex

STATE/PROVINCE: Mass.

SIGHTING TIME

DATE OF SIGHTING: DAY 11 MONTH 9 YEAR 82

TIME: 2245 - PM 00 AM ( ) ZONE: EST

DURATION: SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

DAY 11 MONTH 9 YEAR 82



DATE OF SIGHTING: \_\_\_\_\_  
 TIME OF SIGHTING: \_\_\_\_\_  
 WIND DIRECTION: \_\_\_\_\_  
 WIND SPEED: \_\_\_\_\_  
 VISIBILITY: \_\_\_\_\_  
 CEILING: \_\_\_\_\_

EDUCATION: College  
 DEGREE: B.A. - English/Journalism (Majors)  
 SPECIAL TRAINING: \_\_\_\_\_  
 VISION: \_\_\_\_\_ COLORBLIND? ( )  
 HEARING: \_\_\_\_\_ GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )  
 HEALTH: \_\_\_\_\_ DURING SIGHTING? (X) AFTER? \_\_\_\_\_

WITNESS NAME: Steven Schwartz AGE: 28  
 STREET: 7114 W. 54  
 TOWN/CITY: Spokane PHONE: 356-0158  
 PROVINCE: USA COUNTRY: \_\_\_\_\_  
 OCCUPATION: Secretary  
 EMPLOYED BY: Spokane Public Schools - Super. Office

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

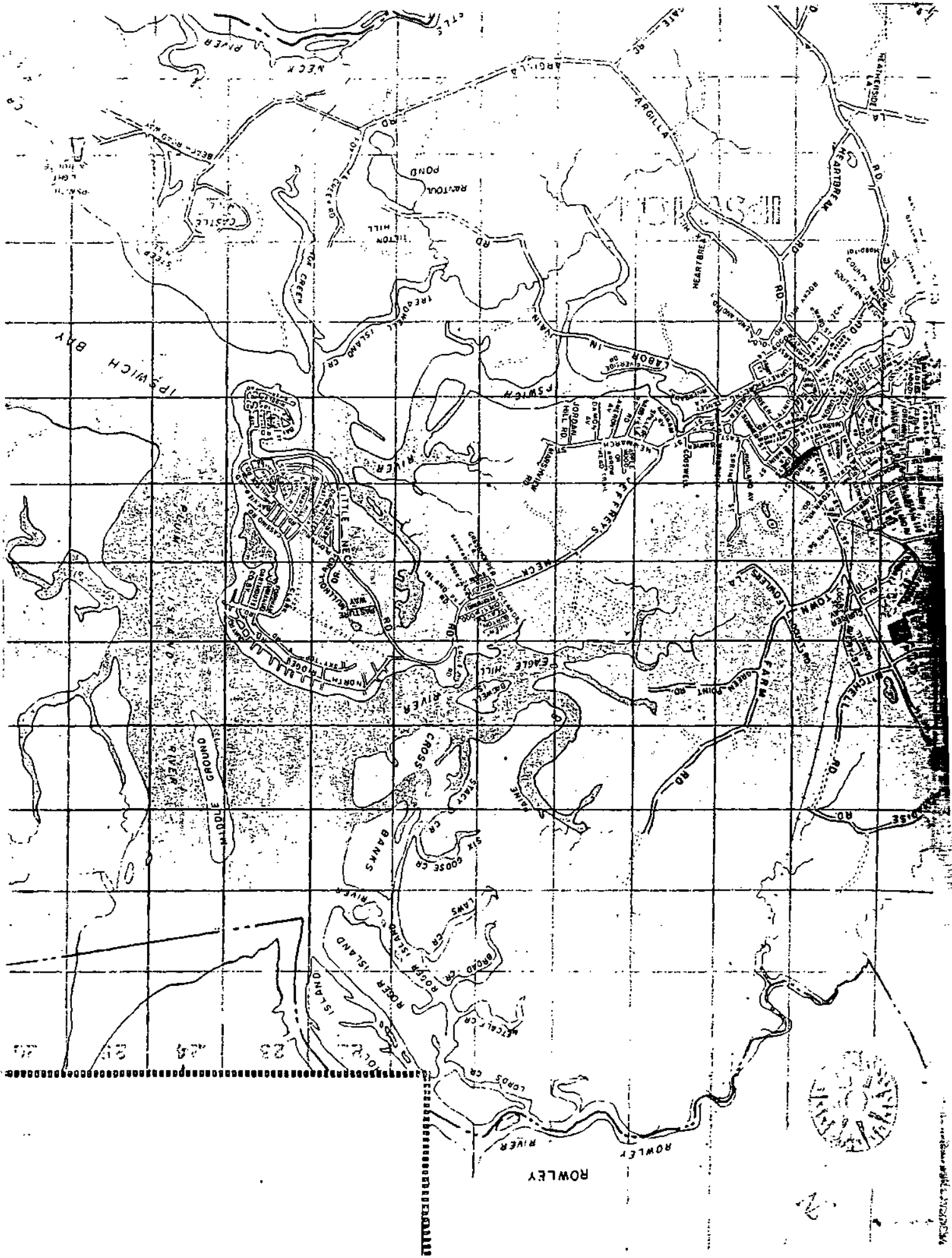
VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_  
 (GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( )  
 VIEWED THROUGH: ( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_  
 AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL (X)  
 AREA/TERRAIN: residential FIELDS ( ) WOODS ( ) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE ( )  
 AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS ( ) OTHER USAF radar station  
 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 East then moving LAST SEEN IN S IT MOVED FROM E TO S  
 UFO ELEVATION: ( FIRST SEEN - 1/4 ( ) 1/2 ( ) 3/4 (X) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
 ( LAST SEEN - 1/4 ( ) 1/2 ( ) 3/4 (X) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_  
 UFO DISTANCE: WHEN CLOSEST TO ME (aircraft altitude) UFO ALTITUDE: WHEN CLOSEST TO THE GROUND \_\_\_\_\_  
 ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS  
 UFO PASSED: ( BEHIND them ) 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 ( )  
(prior to sighting, witness sighted a V-shaped UFO)

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: ( 3 ) AN OBJECT ( ) NUMBER OF 3 SHAPE OF disc COLOR(S) white  
 ( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
 DESCRIBE: SOUND soundless SMELL NO SPEED about same as aircraft  
 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 ( 14 ) 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? (X) HOVER? ( ) AFFECT RADIO/TV? ( ) FLUTTER? ( )  
 TURN ABRUPTLY? (X) DESCEND? ( ) AFFECT ELECTRICITY? ( ) SPIN? ( )  
 FALL LIKE A LEAF? ( ) ASCEND? ( ) AFFECT MAGNETISM? ( ) BLINK? ( )  
 ABSORB OBJECT(S)? ( ) OVER POWERLINES? ( ) AFFECT TIMEPIECE? ( ) PULSATE? ( steady ) ( )  
 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? ( )  
 CAST LIGHT? ( ) 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? 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.

Cynthia D. Schwartz  
 SIGNATURE OF OBSERVER  
 YOU MAY (X) MAY NOT ( ) USE MY NAME  
 DATE THIS FORM SIGNED 27 10 82  
 DAY MONTH YEAR



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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.

## Nancy, Meurthe-et-Moselle [Department], the so-called "Amaranth" Case (October 21, 1982)

### *GEPAN/SEBRA investigation*

The "Amaranth" Case concerns the sighting during the day by a witness, a cellular biology researcher, of an object that hovered above his garden for 20 minutes. The testimony recorded by the gendarmerie less than 5 hours after the sighting is summarized as follows:

- The witness was in his garden in front of his house at around 12:35 a.m. after work on October 21, 1982; he saw a flying craft, which he first took for an airplane, come from the southeast. He saw a shiny craft. He indicated that there were no clouds, that the sun was not in his eyes, and that visibility was excellent. The craft's speed of descent was not very great, and he thought that it was going to pass over his house. Once he realized that the trajectory of the craft was bringing it toward him, he backed up 3 to 4 meters. This craft, which was oval in shape, stopped approximately one meter from the ground and remained hovering at this height for about 20 minutes.

- The witness stated that since he had looked at his watch, he was absolutely certain about the length of time the craft hovered. He described the craft as follows: ovoid in shape, approximately 1 m in diameter, 80 cm thick, the bottom half metallic in appearance like polished beryllium and the upper half the blue-green color of the inner depths of a lagoon. The craft did not emit any noise, nor did it seem to emit any heat, cold, radiation, magnetism, or electromagnetism. After 20 minutes, the craft suddenly rose straight up, a trajectory which it maintained until it was out of sight. The craft's departure was very fast, as if it were under the effect of strong suction. The witness indicated, finally, that there were no tracks or marks on the ground and the grass was not charred or flattened, but he did remark that when the craft departed, the grass stood straight up, then returned to its normal position.

The interest of this sighting, apart from its strangeness, lies in the visible traces left on the vegetation and, namely, on an amaranth bush, the tips of whose leaves, which had completely dried up, led one to think that they had been subjected to intense electrical fields. However, despite short time delays before intervention, the sampling conditions and then the storage of the sample did not permit this hypothesis to be verified definitively. Based on an earlier study on the behavior of plants subjected to electrical fields, it emerged that:

- the electrical field, which was what probably caused the blades of grass to lift up, had to have exceeded 30 kV/m,

- the effects on the amaranth that were observed were probably due to an electrical field that had to have far exceeded 200 kV/m at the level of the plant.

October 24, 1982; Lowell, Indiana

9:20 GMT ? Pilot (Michael Davis) and student pilot (his father) in a single-engine Cherokee 140 were returning to the Lowell airport after practicing navigation and landings. Approximately 4-5 minutes after takeoff, and just after reaching their cruising altitude of 2,300 ft (above ground level), on a 240° course, the pilot noticed an object that at first he took to be a malfunctioning parachute. It first appeared in their 10 o'clock position sufficiently enough below their level to be silhouetted against the ground. The object would pass beneath him, so the pilot initiated a left-hand (45°) turn, applying power and climbing to 2,800 ft. Immediately before this turn, the UFO appeared to be on a bearing of 355° (almost due north) and at a height of approximately 1,700 ft. The pilot planned to turn and pursue, looked around for the target and was startled to find it just 10 seconds later only 50 yards behind them holding their course and speed. Just after the pilot began a slow turn to the right, away from the object, and initiated a gradual descent from 2,800 ft to 1,100 ft. As they descended through the object's original flight path, they encountered about 2 seconds of heavy turbulence. According to the pilot, it was like hitting the vortex of a large airliner. Until then, the flight had been entirely smooth. After making a 270° turn, they levelled out at 1,100 ft on a bearing of 90° at 140 kts, with the object still holding at 50 yards at their 4:30 position. After a mile or two, the pilot banked slightly to the right across the UFO's path coming to a bearing of 120°. The object did not turn with them, but slowed down to remain on the inside of the curve. At this point they had a good look at the object for almost one minute. It has a complex 3-part structure consisting of a set of four tubes and a nozzle with two upper ringed-dome sections. The nozzle itself was cream colored but had small dark markings resembling cooling vents or fins. The rest of the lower structure was translucent grey with a tinge of blue, like some type of raw plastic stock. The upper structures consisted of two pod-like domes, connected at their bottom center by a sort of tubular swivel-joint. The major portion of the dome surfaces were of a silver-blue color, with the right dome being approximately 20 % larger than the other. Both "domes" were encircled at their equators by a ring of geodesic-type panels made out of some glass-like substance, clearish but with an almost iridescent blue-grey sheen. Now as the object slowed to stay inside their curve, the two domes began to gyrate in a peculiar manner, best described as a twisting motion, like holding two tennis balls, one in each hand, and rotating one ball away from you, and the other in the opposite sense (while still touching them together), and then reversing the directions. The UFO now, without any sort of transition, instantly reversed course,

heading back on a mirror image bearing of 270°, remaining at its level of 1,100 ft at a speed of 140 knots, in a period of no more than two seconds. The pilot completed his turn to the right and took a pursuit position directly behind the object, about a mile to its rear. The moment they fell in directly behind, they again encountered the same heavy turbulence as before. This time the turbulence continued for the length of the pursuit. The pilot increased his aircraft speed to its maximum (140 knots), but the object began to pull directly away from them, gradually building between 50 and 100 mph, separation speed, and drawing almost 5 miles away. After 3-4 minutes, the pilot was just about to give up the chase when, suddenly, despite the distance, the dome-spheres went into their peculiar rotation again. Almost instantly the object reversed course once again, picking up speed fast by this time, and giving them only enough time to realize that it had reversed course, where it was headed. Then at the last moment, the object flicked across their nose, veering to its left and missing the aircraft's right wing tip by no more than 10 feet. At the instant that it passed, the vortex hit them so hard that the plane's airframe groaned in protest, and the altimeter "went wacky". It continued to curve to the left, back on what appeared to be its original heading of 355°, still accelerating, and eventually beginning to climb until it finally disappeared into the distance haze. At no time during the encounter had the UFO shown any sort of exhaust trail.

From the International UFO Reporter, CUFOS, May-June 1983; Haines Case 50



CA  
US 0324-1983-0001

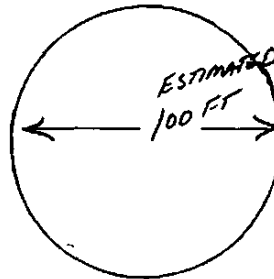
SHEET 1 OF 2

UFO SIGHTING QUESTIONNAIRE GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR HAROLD R. CHANDLER  
STREET ADDRESS: PO BOX 392 OR 1133 BUCKHORN ROAD PHONE A/C 916 1493-5128  
TOWN/CITY: HAPPY CAMP STATE CA ZIP CODE 96039 COUNTRY: U.S.A

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)



DARK GRAY COLOR

(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

CALIFORNIA STATE/ABOVE  
SISKIYOU COUNTY  
BURAK CITY/TOWN  
U.S.A COUNTRY

SIGHTING TIME

2:45 PM X AM ( ) ZONE P.S.T.  
DURATION 5 SEC X MIN ( ) HRS ( )

DATE OF SIGHTING

3 DAY 24 MONTH 83 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?

WHILE ON NORMAL PATROL ON S.R. 96 ABOUT 8 MILES WEST OF HAPPY CAMP CALIFORNIA, AT ABOUT 50 MPH. A FLASH OF A DARK OBJECT CAUGHT MY EYE OUT THE UPPER RIGHT FRONT WINDSHIELD LIKE A BIRD BUT TOO LARGE. I THEN CAUGHT A GLIMPSE OF A DARK OBJECT UP AND TO MY LEFT. I LOOKED UP AND TO MY LEFT AND GOT A GOOD CLEAR VIEW OF A ROUND OBJECT, DARK GRAY

(Continue narrative on reverse side)

CONT ON REAR  
E (next page)



IN COLOR. IT WAS FLAT IN APPEARANCE WITHOUT ANY PROTRUSIONS.  
I HEARD NO NOISE, AT LEAST NONE THAT COULD BE HEARD ABOVE MY  
VEHICLE'S NOISE. I WAS LOOKING UP AT THE BOTTOM OF THE OBJECT.  
IT WAS ABOUT 800 + FEET ABOVE ME. ITS SPEED WAS SLOW,  
MAYBE 80-100 MPH. I ONLY SAW THE CRAFT ABOUT 3-5 SECONDS.  
IT PASSED OVER A PEAK ON THE SOUTH SIDE OF THE KLAMATH RIVER.  
THE ROADWAY AND RIVER AT THE LOCATION IS IN A CANYON WITH  
PEAKS ON BOTH SIDES OF THE RIVER. THE CRAFT STOOD OUT CLEARLY  
AGAINST THE SKY AND APPEARED DARK GRAY. I PULLED OFF THE  
ROADWAY AND OBSERVED THE AREA FOR ABOUT 10 MINUTES. I WAS  
HOPING FOR ANOTHER CRAFT OR THE SAME CRAFT CHANGING COURSE  
AND RETURNING. I WROTE NOTES ON MY OBSERVATIONS AT THAT TIME.  
EVEN THOUGH THE OBSERVATION WAS SHORT IN DURATION, I DID GET A  
GOOD LOOK AT THE BOTTOM OF THE CRAFT.

CALIFORNIA HIGHWAY PATROL

P.S. Harold is the C.H.P. officer who had the aircraft  
sighting a few years ago near Weaverville, Cal. with his  
family (Raylight) see MUFON Journal abt 2 yrs back.

Paul Cerny



FOR MUFON USE

TEMPERATURE: 50° F

WIND DIRECTION: E

WIND SPEED: 0-10

VISIBILITY: UNLIMITED

CEILING: NONE  
BEHIND CLOUDS

EDUCATION: 15 YRS

DEGREE: AA MAJOR: HISTORY

SPECIAL TRAINING: POLICE OFFICER'S FLIGHT MNT.

VISION: 20-20 COLORBLIND? ( ) EYEGASSES? ( )

HEARING: GOOD ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? EXCEL AFTER? EXCL

WITNESS NAME: HAROLD R. CHANDLER AGE: 41

STREET: 1133 BRYANWOOD DR. PO. BOX 392

TOWN/CITY: HAPPY CAMP, CA 96029 PHONE: 916-793-5128

COUNTY: SISKIYOU COUNTRY: U.S.A.

OCCUPATION: STATE TRAFFIC OFFICER

EMPLOYED BY: STATE OF CALIFORNIA

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 OUT OPEN CAR WINDOW )

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( ) INTER RAIN(  ) FOG( ) SLEET( ) SNOW( ) HEAVY( ) MEDIUM( ) LIGHT( )

UFO DIRECTION: FIRST SEEN IN NW LAST SEEN IN SW IT MOVED FROM NW TO SW

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 APPROX 800 FT UFO ALTITUDE WHEN CLOSEST TO THE GROUND APPROX 800 FT

UFO PASSED: ( IN-FRONT-OF \_\_\_\_\_ WHICH WAS OVERHEAD 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 ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )  
( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )

DESCRIBE: SOUND NONE SMELL NONE SPEED 80-100 MPH

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW )  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER APPROX 10 FT DIA )

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 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? ( )

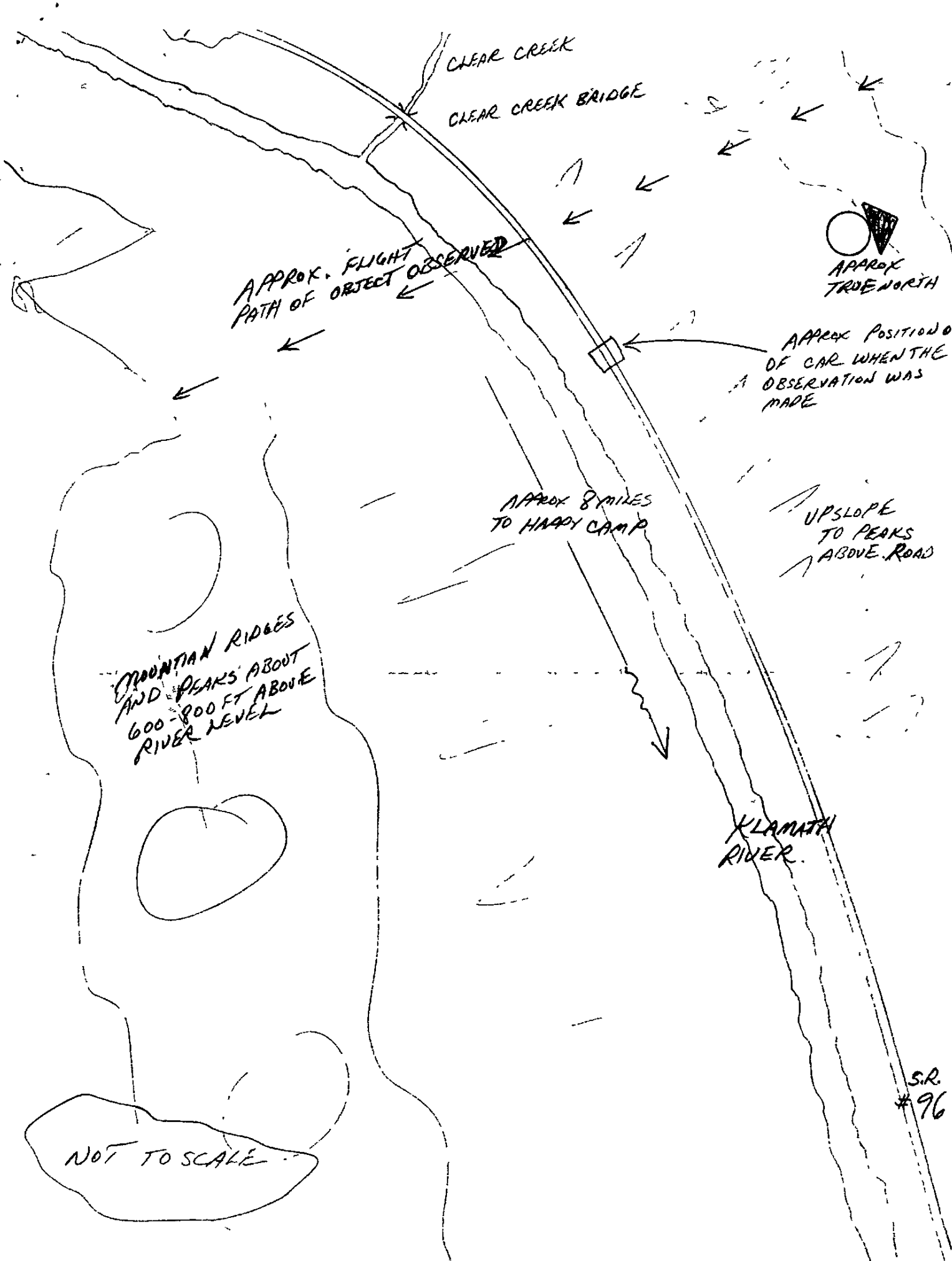
HOW MANY OTHER WITNESSES? 0 DID ANY OTHER AGENCY CONTACT YOU? NO

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

H.R. Chandler  
SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 10 4 83  
DAY MONTH YEAR



CLEAR CREEK  
CLEAR CREEK BRIDGE

APPROX. FLIGHT  
PATH OF OBJECT OBSERVED

APPROX  
TRUE NORTH

APPROX POSITION OF  
OF CAR WHEN THE  
OBSERVATION WAS  
MADE

APPROX 8 MILES  
TO HAPPY CAMP

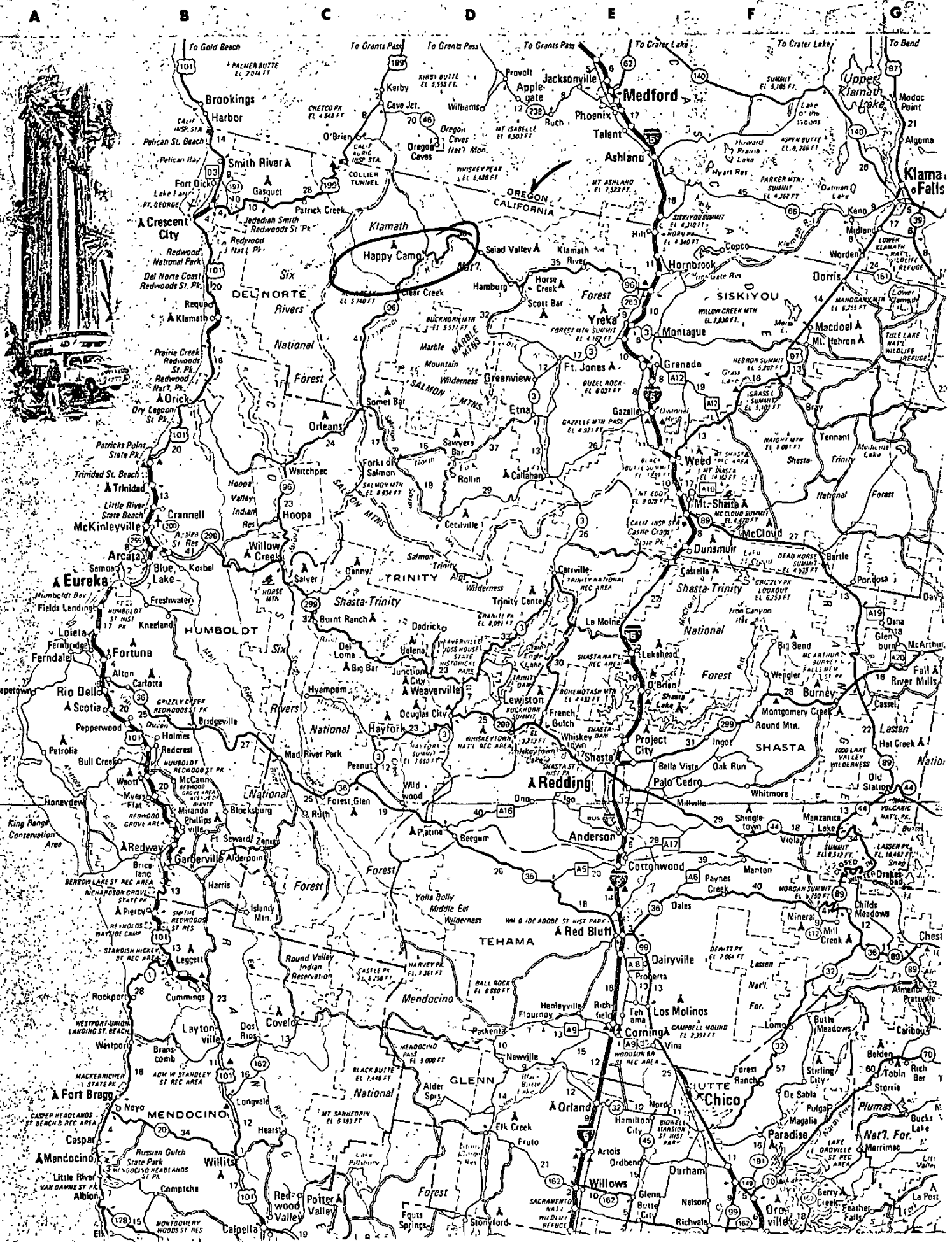
UPSLOPE  
TO PEAKS  
ABOVE ROAD

MOUNTAIN RIDGES  
AND PEAKS ABOUT  
600-800 FT ABOVE  
RIVER LEVEL

KLAMATH  
RIVER

NOT TO SCALE

S.R.  
#96



March 24, 1983, was one of the biggest nights for sightings. Just how many people actually saw the large, boomerang-shaped object as it drifted over the valley during a two-and-a-half-hour period that evening will probably never be known, but our UFO Hotline later received more than 300 calls from people who had spotted it. It is likely that several thousand people saw this strange phenomenon that night.

All of the reports confirmed over and over that something alien to the world as we know it was staging a remarkable display in the sky. As our investigation proceeded, we picked up new and more bizarre details.

There was, for example, the doctor and his family who saw a white beam of light come down from the object and then saw a small red object travel halfway down the beam and shoot off across the horizon.

There was the couple who described the object as having a massive structure at least six stories high. More astonishing, they said it shot to the far horizon and came right back to a hovering position near them again—all in a split second.

There was the woman driving alone who saw the object quite a distance away, then a second later, right over her car.

The first reported sighting came at 7:30 P.M. from Hunt Middleton, an executive with a major New York City corporation who had just stepped off a commuter bus in Bedford. As he walked toward his home, he saw lights through the bare branches of trees lining the sidewalk.

"I'm not sure how many lights, perhaps six or seven, but they were very bright," he said. "They were all blinking on and off and were red, blue, green and white. I knew it was not any type of conventional aircraft because the lights were stationary.

"It was just hovering there in the sky. I tried listening for a sound but heard nothing. The lights looked like they were in a straight line, but you could tell they extended around in sort of a half circle.

"I continued to watch for five minutes, and all this time the object did not move. I finally went inside my house to get my family to come out and see it, but when we came out the lights were gone."

Bedford is in the southern part of the twelve-mile-long "sighting zone." Other witnesses from the same area said the object was heading north. If it had continued in that direction, it would have gone over Yorktown, one of the most heavily populated communities in Westchester County. Yet no sightings were reported from Yorktown until around 8:30 P.M., about an hour later, and as far as we can determine, there were no sightings anywhere for a full half hour after the Bedford sighting.

Where had the object gone? We don't know.

Our next reported sighting was at 8:00 P.M. in Carmel, ten miles north of Bedford. Steve Wittles, a computer consultant in his thirties, was entertaining three friends at his home when he looked out a window and noticed red and white lights in a half circle hovering over trees several hundred yards away.

Wittles and his guests ran outside and watched. They thought they could see the vague outline of something connecting the lights. Despite its size, the object made no sound that they could hear. After a minute or so, it began to drift toward the east and went out of sight beyond some trees.

Just moments later and about a quarter of a mile to the east, Dr. Lawrence Greenman and his wife, Joan, and their three daughters got an even better look at it. They had been watching television at the time. Dr. Greenman declined to discuss the sighting, but he listened as his wife talked with us.

"I saw a very bright object come from the north-northwest," she said, "and after a few seconds I got off the couch and went outside to see what it was. My husband and children went with me. We were looking west and there was this huge object.

"I went back inside to get binoculars, and when I came back it had stopped in mid-air and was hovering over the trees. I looked at it through the binoculars and saw just a group of lights in a straight line. The lights seemed to be in a pattern like a zigzag."

As she looked through the binoculars, she saw "some type of metallic part connecting the lights" of a dull green color.

"The object turned a little bit, and I could see that it was a wide V shape. I then saw a very brilliant white beam of light come down from the center, and in that bright light a small reddish object came down and headed very, very fast toward the north. Then the beam of light shut off, and whatever it was started to move very slowly toward the south and then turned and went east."

The next series of sightings took place at 8:30 P.M. in two locations fifteen miles apart, and they turned out to be among the most dramatic sightings of the entire year.

One group of sightings took place in the towns of Millwood and Yorktown in Westchester County, and the other in Kent and Brewster in Putnam County. There were far more witnesses in the Millwood-Yorktown area—well over 1,000 people is a conservative estimate—but fewer close encounters.

#### The Westchester Sightings

Joan Lindauer's report was typical of those we received from the Millwood area. An employee of GTE in White Plains, she was en route to her home in Croton, driving on Route 120 toward the Taconic Parkway, when she saw a group of lights. She assumed they belonged to an aircraft heading for the Westchester County Airport, several miles northeast of White Plains.

"I thought it was an aircraft, but it didn't keep going toward the airport," she said. "It either stayed still or kept going the other way. Then I noticed that it was going parallel to me, so low that I lost it at times behind the trees."

She came to an area free of trees and got her first good look at the object.

"It was at least the size of a large jet with brilliant white lights in the shape of a V. It kept following me all the way to Millwood. I started to get scared and tried to convince myself it was just a plane. But it didn't act like one.

"As I approached Millwood at the intersection of Route 133, I stopped at the traffic light. As I did, the object sped up and swung in front of my car and hovered right above the traffic light. Then the lights on the object went from all white to all red. It was very, very low. It was just right there."

She felt as if she were being observed. "There was no one else at the intersection, and here was this thing hovering several hundred feet above the light without making a sound. The traffic light finally turned green and I just left. I didn't want to watch anymore. I thought I was going crazy."

The UFO now headed north and followed the Taconic Parkway, where it caused a traffic disturbance. Cars stopped on both sides of the expressway as puzzled motorists got out to look at the mysterious object drifting soundlessly overhead. Many of them reported seeing a beam of brilliant white light that occasionally came down from the bottom of the object and focused on cars.

Ed Burns, an IBM program manager and a resident of Yorktown Heights, was driving north when he spotted the formation of lights off to his right.

"As I continued to drive, the lights became more profound," he told us. "Then they came right over my car. I shut the radio off, rolled the window down, and looked out at this huge craft above me. I heard no noise. It was moving silently and slowly.

"When I reached the Millwood area, I noticed twelve cars off to the side of the road. I pulled over and stopped, and then all of a sudden this huge craft was right over my car. That's when it was really shocking.

"Then the craft seemed to stop. The different colored lights seemed to go off, and just the white lights seemed to stay on. It was hovering a bit. It was just there looking like it was observing us as we were observing it.

"The guy I was talking to—I was rambling on to him about how excited I was about this strange craft—never answered me. He looked at me once and then glanced up at the craft.

"This craft was there a minute or two, and then it started to move again, going up the Taconic Parkway in a sort of a Z pattern... It seemed to be going very slowly, and then all of a sudden it seemed like it was very far ahead of me."

The object appeared to be triangular in shape and had lights all around it with thirty to forty colored lights along the back alone, he said.



"If there is such a thing as a flying city, this was a flying city. It was not a small craft. It was huge."

About this time, the Yorktown police began receiving the first of dozens of phone calls from excited residents. At one point the object hovered over the center of town, where Police Officer Kevin Soravilla saw it. He thought it was a jetliner in trouble, but as he watched he realized the object wasn't a plane. It turned 180 degrees around, as if on a wheel, and slwlv drifted away.



TO: DICK HALL  
MI  
US 0722-1983-0001

**MUTUAL UFO NETWORK**

103 OLDTOWNE ROAD  
SEGUIN, TEXAS 78155

**DAN WRIGHT, STATE DIRECTOR**

1502 Marquette  
Lansing, MI 48906  
517-321-0939

July 27, 1983

**DOMED DISK NEAR FLINT, MICHIGAN**

At 2:30 AM, Friday, July 22, 1983, the author received a telephone referral from Trooper Dan Monroe of the Flint Post, Michigan State Police. The post had received two calls five minutes apart after 1 AM from the Flushing area west of Flint. Both concerned an aerial object at treetop level over the countryside. (Unfortunately, the latter caller gave a previous address and phone number, rendering followup impossible.)

Trooper Monroe was dispatched and visited the residence of Mrs. Eunice Elledge, who had witnessed the event with her 11-year-old son Jeff and their guests, Mrs. Carolyn Hensley of Flint and her 11-year-old daughter Mary. The trooper questioned the four and also two Consumers Power Company linemen who were repairing a downed wire at the site. All power in the vicinity had been out since 8 PM Thursday. The linemen had arrived at 12:50 AM, ten minutes before the sighting. Their presence seems to have had a bearing on the events, as will be further explained. On his return to the post, Trooper Monroe contacted MUFON, giving his impression that the witnesses were honest and relating their account. An appointment was set for that evening.

The Elledge residence is one of several newer homes in an area still basically agricultural, with cornfields and woods predominant. It is also on an east-west flight-path of Bishop International Airport, located five miles away. Areas south and southwest of Flint have elicited several UFO reports over the past few years.

Mrs. Hensley and her daughter had arrived for a visit Thursday evening and, when the power was interrupted by thunderstorm activity, decided to remain until it was restored. When the Consumers truck arrived, all four proceeded to the front porch to observe. Ten minutes later, Mary was locating constellations when she noticed two oversized white lights hovering over a tree between two houses a hundred yards to the northeast. She called the others' attention and the four stared at the lights for two to three minutes. At that point, they were stationary and no sound emitted from the source. Each light was about two feet in diameter, and the two were positioned closely. The witnesses found it odd that such large beacons did not appreciably illuminate the surroundings or irritate their eyes with a glaring effect.

At this point, the Consumers vehicle was maneuvering into a ditch to reach the utility pole with its elevated cradle. One of the men stood behind, directing the other. According to the witnesses, the truck then struck the pole accidentally, and the lights immediately rose up slightly, then went out. Now they could identify the object as a domed disk with red lights above and below where the lights had shone, circling the dome and base. The craft may have been rotating or, since the witnesses did not notice the extinguished headlights revolving, a movie-marquee effect may have offered the appearance of rotation.

The vehicle began to slowly approach the witnesses before abruptly turning ninety degrees to the left (south). It then glided across the road and over a field to a

smallish woods two hundred yards distant. Mrs. Elledge focused her attention on a band of shiny metal around the girth of the object, and all reported at least two sets of "prongs" (i.e. an inverted "V" consisting of two rods about six feet in length, extending from the perimeter of the underside). These were also bright metallic. According to the children, the "prongs" started to protrude from the vehicle only after it was in motion and heading for the woods. Mary believed she spotted four such sets and assumed them to be landing gear. The others noticed only two sets, one under the headlamps, the other positioned opposite.

The group agreed that the object had a very light and fairly low-pitched "whirling" sound while in motion. This, they remarked, was unlike that of an airplane or helicopter and was otherwise unrecognizable.

When either above or slightly beyond the wooded area (which extends for roughly 150 yards), the object glided down in a vertical descent until lost from view below the treeline. Its path had carried the craft to the side and behind the utility employees, but neither realized its presence. The four witnesses maintained a vigil for nearly an hour afterward, however no reappearance was to occur.

Eunice Elledge and Carolyn Hensley used the terms "mesmerized" and "awe" to describe their reactions to the anomaly, stating that they seemed compelled to watch as it hovered nearby. This may, of course, have been quite naturally a psychological response but bears mentioning.

The witnesses are quite certain that the utility truck did not experience any sort of disruption to its lights or engine. As the neighborhood's power was off, no other electrical disturbances could have occurred.

The family dog, a spaniel-collie mix, had begun pacing, barking in an unfriendly manner, and investigating windows and doors shortly before the sighting. During the episode, it barked continuously, though this may have been due to the presence of the utility truck. After the incident, it hid in the basement and refused to answer its owner's calls. The following day, Mrs. Elledge remarked, it was acting somewhat strangely, resting behind furniture normally unfrequented and acting timid generally.

### Investigation

Following interviews with the four witnesses, the author spent considerable time in and around the wooded area in question. Very few openings existed whereby a craft of the size described (larger in diameter than a full-sized auto) could have landed without breaking tree limbs, and no ground markings or vegetation scorched or swirled was found. The cornfield which lies beyond the woods contained several bare spots, but again no indication of dehydration, compacting, scorching or swirling of the crop was evident.

Several neighbors along both River and Beecher Roads were queried regarding the incident, only one offering a possible insight. Mrs. Vicki King, who lives across and diagonally from the Elledge residence, was awakened by her husband who phoned from his workplace to notify her that police had been sent to the area, ostensibly regarding a fire according to his second-hand information via CB. Later the same night, at about 5 AM, she awoke again to the strong odor of a burnt substance of some sort. She could offer no explanation as to its origin.

FAA officials at Bishop stated that the thunderstorms had interrupted power at the facility sometime after 10 PM Thursday. An emergency generator restored most functions, but the north-south runway lights remained inoperable and so that runway was closed for the remainder of the night. The airport's raw/bulk radar system had ceased functioning at 11 PM as scheduled. The airport log showed no light aircraft or helicopter in the area of the sighting near the time given. Likewise, neither the Genesee County Sheriff Department nor the Air National Guard had aircraft in the vicinity that night.

As conveyed to the MSP trooper, the Consumers Power employees were unaware of the events at hand. The utility pole generator was dysfunctional when they arrived, and so their attention was entirely centered on assessing and repairing the damage. With little question, a power surge caused by lightning earlier in the evening had caused the problem.

#### Commentary

The day and evening of Thursday, July 21 was, weatherwise, atrocious throughout Michigan. Several lines of thunderstorms crossed the Lower Peninsula, some with hail and damaging winds, and numerous communities were without electricity for many hours. So, while inconclusive, it is certainly noteworthy that the Elledges and Hensleys observed the craft within an hour of the remaining cloud cover's retreat to the east. The National Weather Service office in Flint indicated that, at 1 AM, the city's skies continued overcast at 7,000 feet, though by 2 AM scattered clouds only remained. Moreover, the arrival of repairmen within minutes of the sighting, coupled with the observation that the craft extinguished its headlamps and moved away within a second or so of the pole being struck, may not be coincidental.

Allowing for some variances in their accounts, there is no reason to suspect the witnesses' report as given. In terms of the descriptive drawings, that of Mrs. Hensley is probably the least accurate in that she wears prescriptive lenses for astigmatism but did not have them on at the time. Further, Eunice Elledge deferred in large part to the sketches of the two children, stating that she had concentrated on the bright metallic "belt" around the vehicle together with the "prongs" underneath and so had noticed little in the way of light configurations or shape of the craft. The boy and girl, drawing separately from memory the next day, depicted the object in remarkably similar fashion. It might be postulated that the bar of red light shown in Jeff's sketch was in actuality the metallic band seen by Eunice Elledge, with the glow of red from a row of lights above giving misimpression that the metallic band was also lighted.

In summary, this appears to be a credible CE-1. Perhaps the greater learning experience was gained by the vehicle's occupants in respect to the interruption and restoration of electrical power.

All witnesses to the event have requested that their anonymity be preserved in any subsequent publication.

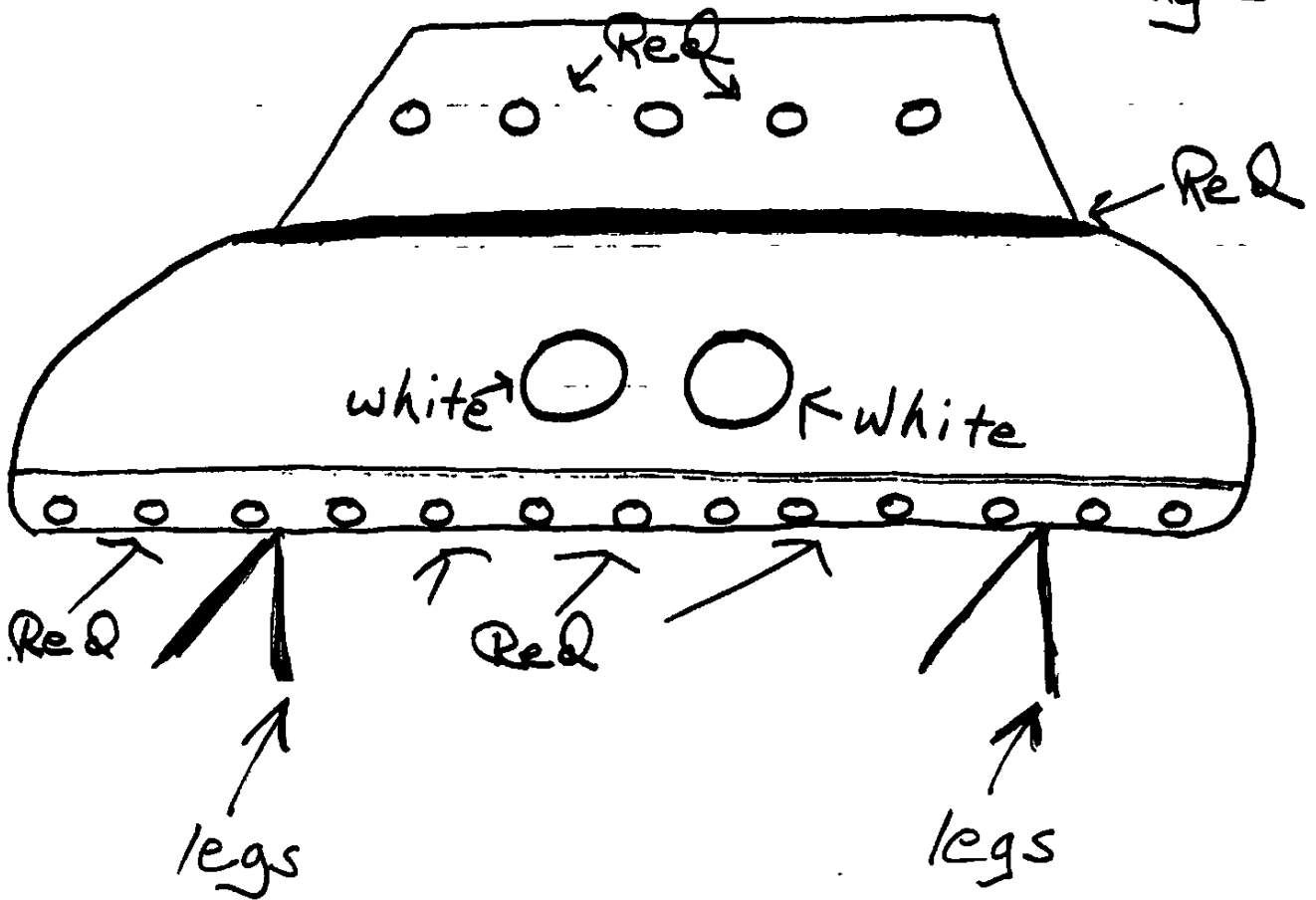
By: Dan R. Wright  
State Director for Michigan  
Mutual UFO Network

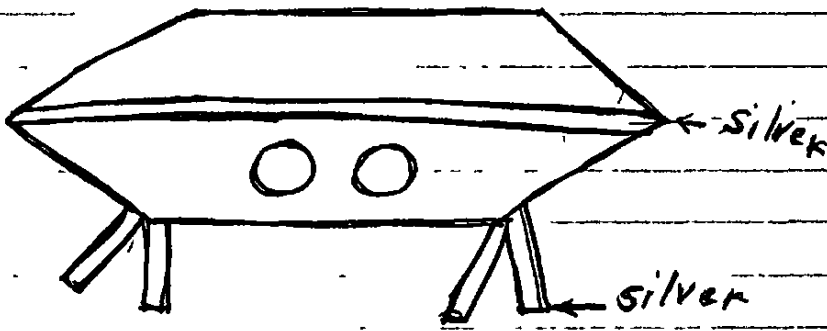
Jeffery

AGE 11

micheal

Elledge





Eunice Elledge

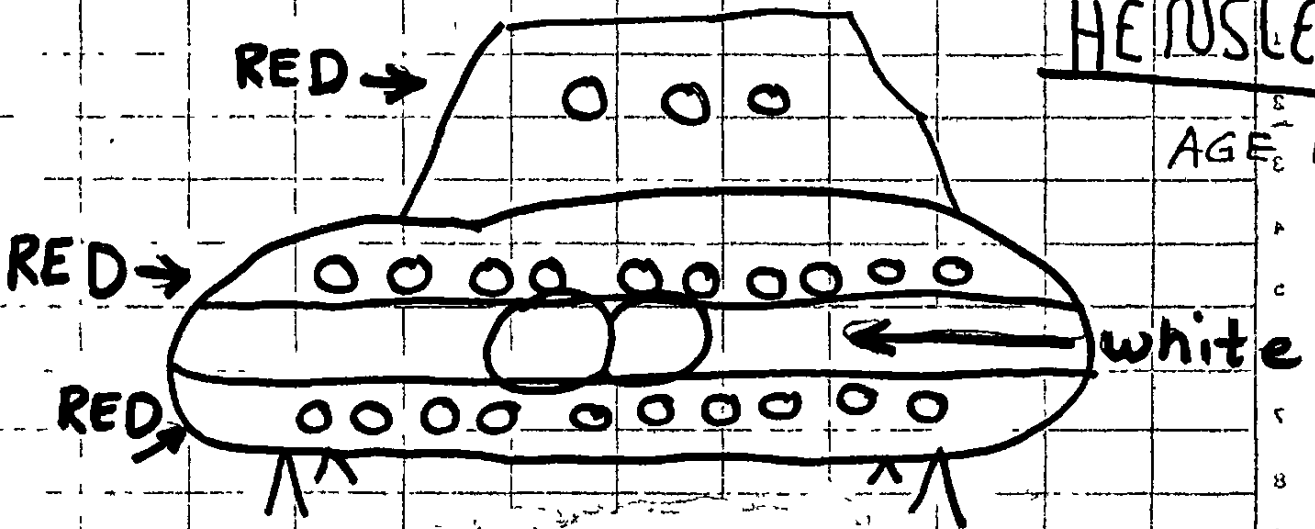
AGE 42

GENERAL UTILITY REPORT

MARY ELIZABETH

HENSLEY

AGE 11

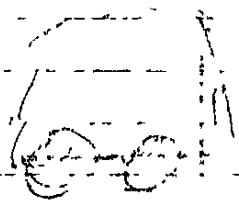
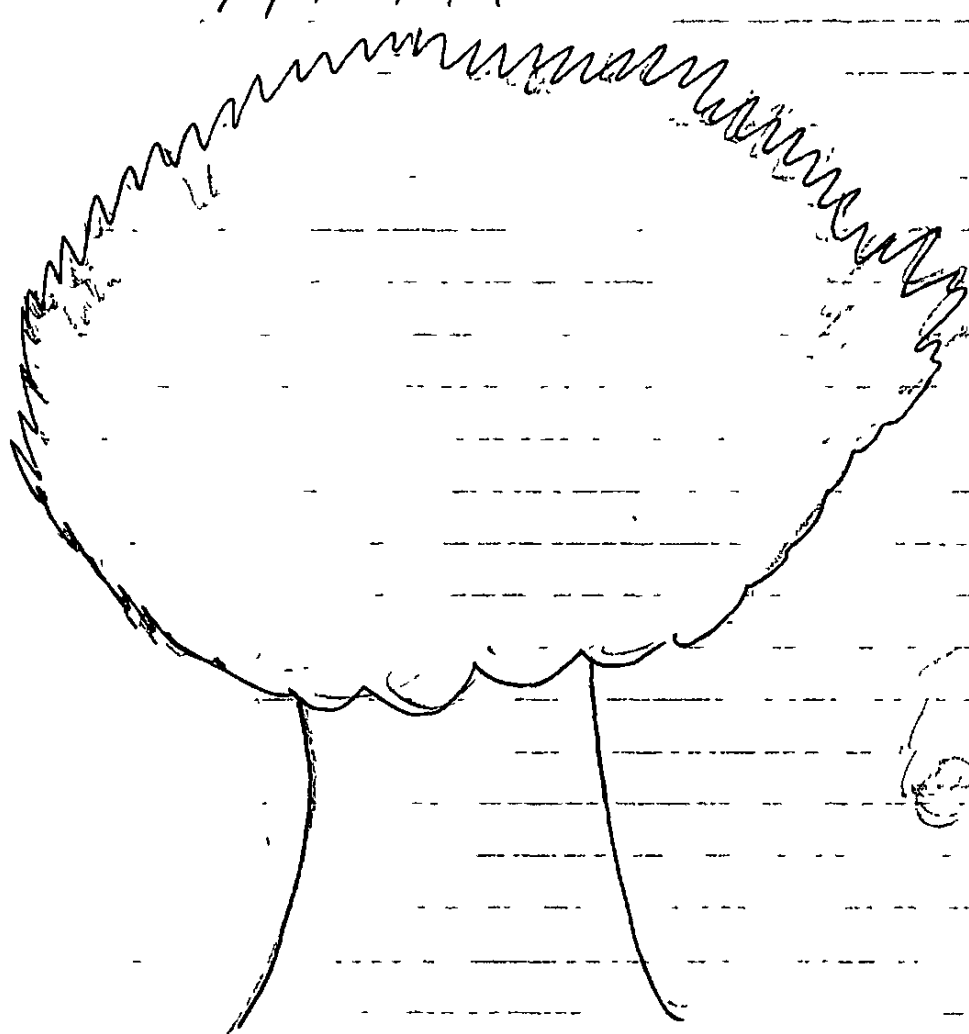
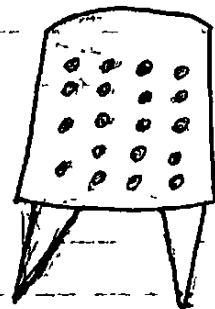
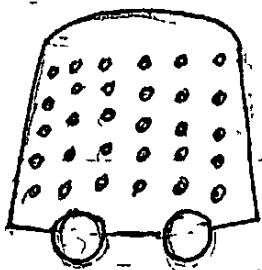


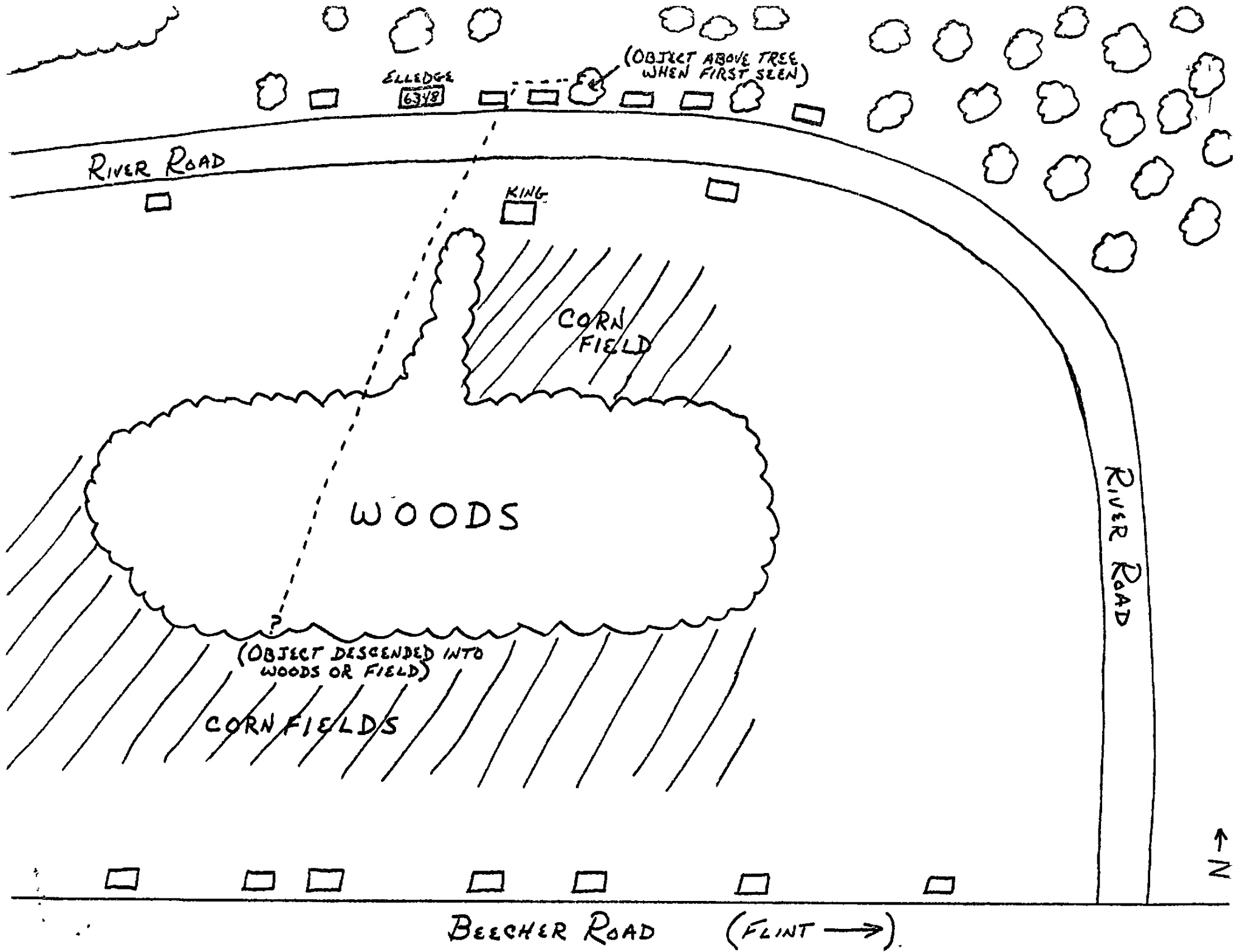
IT APPEARED TO HAVE  
been Rotating.

Carolyne  
Hensley

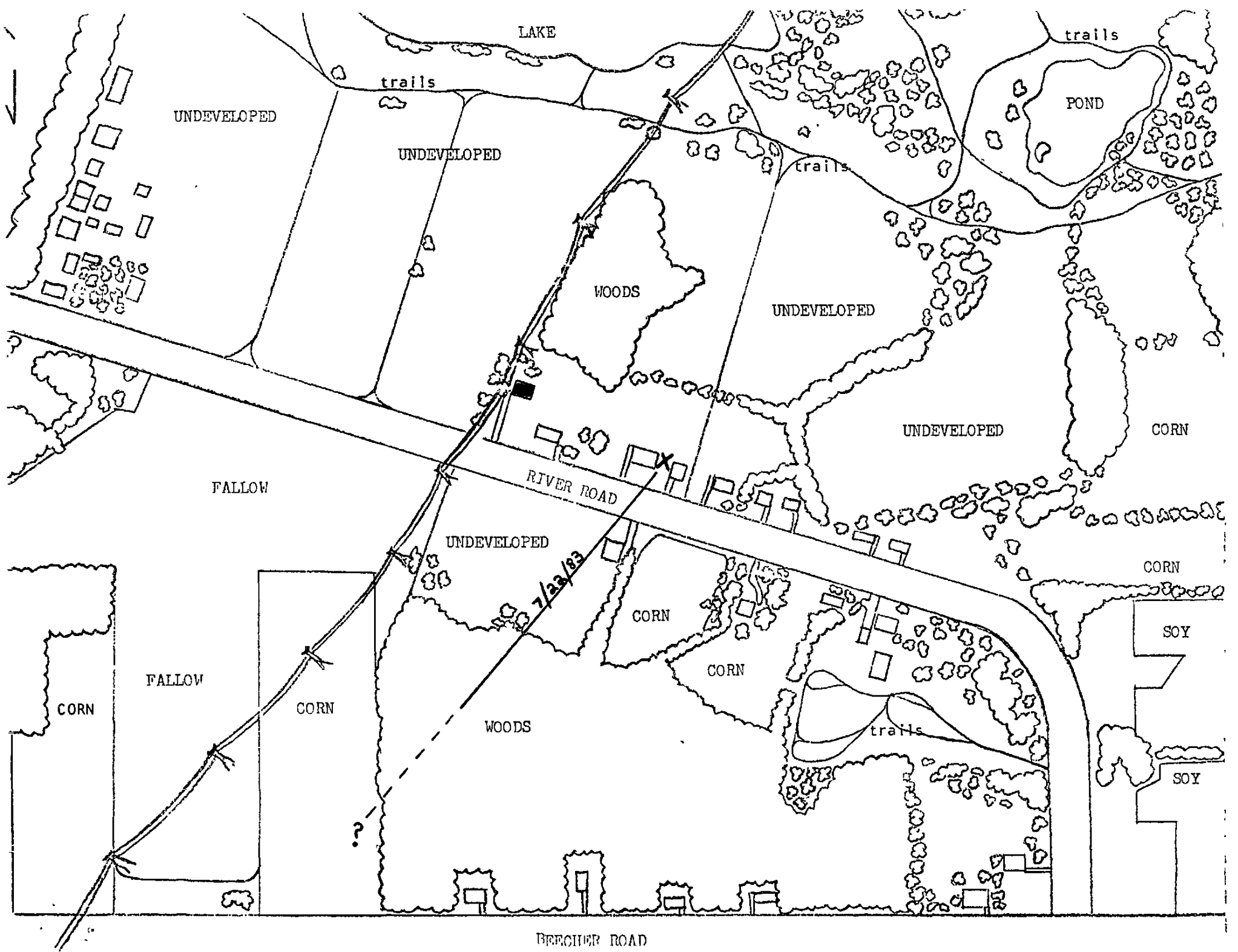
AGE 30

Shape  
when  
turned









July 22, 1983, 1:09-1:14 AM. Trooper Dan Monroe, Flint Post operations unit, was dispatched to the 6,000 block of River Road (near Flushing) to meet with two women and their respective 11-year-old children who reported a nearby disc-shaped object. A second caller during the same time frame was unable to be subsequently located from the address and telephone number recorded.

The witnesses, who have requested anonymity, described a silent, hovering object 100 yards distant at treetop level between two houses. The vehicle was reported as larger in diameter than a standard auto, with two oversized "headlights", a reddish-pink hue reflected on the exterior surface, and "prongs" extending from the undercarriage. The object extinguished its headlights and proceeded SW across the road. As it began to move, the witnesses detected a slight "whirling" sound unrecognizable as a conventional aircraft. The object continued on a line until reaching a patch of woods 250 yards distant, wherein it appeared to descend vertically out of sight. The witnesses continued to observe the same area for the next hour but saw nothing further.

Two Consumers Power Company linemen, who were at the time maneuvering their truck into position to repair an electrical outlet across from the witness' home, were unaware of the allegedly anomalous object. Trooper Monroe questioned the linemen as well as the four witnesses and contacted MUFON upon returning to the Post.

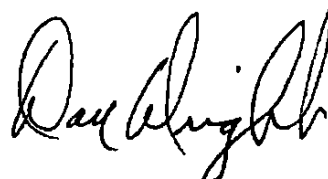
The National Weather Service office, Bishop Airport, Flint, stated that a day-long storm front had moved out of the area in question within an hour of the reports. Temperatures were in the low 60s, with no cloudcover and unlimited visibility.

Separately, a couple residing one-quarter mile southeast, also on River Road, reported electrical interferences in their home at the time of the sighting. The latter witnesses thereafter experienced four additional episodes of the same or similar craft.

An extensive investigation by MUFON of all factors leads to the conclusion that an unconventional object frequented the area over a nine-week period. At no point, apparently, did it land, though it was repeatedly seen at or below treetop level near area homes and over crop fields - by eight witnesses in total, six of them adults. No estimate can be made of its purposes. The State Director was impressed with the integrity of the initial four witnesses, plus that of four additional observers to the subsequent events. Moreover, it should be noted that the latter four were unacquainted with the witnesses to the first incident and that drawings prepared separately by the individuals were very similar. Also, there was no disagreement as to the object's proportions, sound, maneuverings or duration at the respective sites.

A complete report of findings and witness statements has been forwarded to the MUFON International Headquarters, Sequin, Texas, for computer encoding. This investigation is likewise concluded.

Michigan MUFON would appreciate notification to all Posts that our investigative team is available - on a 24-hour basis - to respond to citizen reports of aerial anomalies, unexplained mutilations of farm animals, so-called "Bigfoot" reports, and related phenomena. The number listed above and on the enclosed cards serves as a Hotline for activity statewide. Collect calls are accepted from witnesses, as are direct contacts by Post personnel for witness referrals. An answering device is engaged during absences. Thank you in advance for the continuing excellent cooperation of State Police staff. We will do our best to resolve claimed anomalies as they arise.



GEORGE R. COYNE  
6171 RIVER RD.  
FLUSHING, MICHIGAN  
48433 - 313-7327776

July 22  
1:10 - 1:15 AM

This incident happened at the same time the Elledges had their sighting.

Between 1:10 - 1:15 AM while watching television, there was a loud "pop" and we lost all electrical power in the home. At the same time our electric-powered smoke detector gave out with a loud "ping" like it does when a lightning bolt hits close by. Within 3-4 seconds all power came back on.

Because the sound was different we went outside and looked around. The sky seemed ~~all~~ clear with no storm activity anywhere around us.

On the afternoon of the 21st there had been severe storm activity with our lights going out twice for several seconds. There was no "popping" sound like at the 1:15 AM occurrence.

Blances are, if we had been able to see through the trees, we'd have seen what the Elledge's did from a different angle.

While GEPAN battled for survival, the gendarmes remained busy investigating cases. On March 24, 1984, the gendarmes of the Gers section in southwestern France received an early morning phone call. A Mother Superior and four Sisters witnessed a very unusual event at 5:50 a.m. that morning. From the first floor of the convent's balcony they saw a very bright oval object that was five meters long and two meters tall. The object changed its motion from standing still to moving up and down and right to left at a speed the nuns described as "at the speed of lighting." The oval object came to a stop about 30 meters above the cemetery and 100 meters away from the nuns. There was no sound. Then the object left in the direction from where it had originated. The phenomenon was close enough to make misidentification a moot point and it is difficult for anyone to doubt the veracity of four Sisters and a Mother Superior. The gendarmes listed the case as unknown.<sup>44</sup>

<sup>44</sup> CNES-GEIPAN Case Observations. Sarmon (32) 1984.

## March 25, 1984: The UFO's Path

We know for certain that the object passed over the Taconic near Yorktown, New York, at about 8:20 P.M. At that time, Armand Favilla, of Mahopac, was driving on the expressway "when all of a sudden we saw cars stopping and pulling over to the side. I looked up and saw what we thought was a strange object, a series of lights in the shape of a wide V or a boomerang.

"I stopped the car, and the object was hovering no more than 600 feet above us. I rolled the window down but couldn't hear anything. Then it started gliding off, not a propelled motion, but almost as if it was floating. We last saw the lights heading east."

The object was then seen over Bedford, New York, where Michael Piazza was one of the witnesses.

"It was delta shaped with six white lights and two green lights in the middle," Piazza said. "It made a very sharp turn and then it headed north. I am familiar with aircraft, and this thing could not have been moving more than twenty-five to thirty miles an hour.

"The thing that caught my attention was the sharp angle it made when it turned. All the lights turned at once, and it moved like one solid object. There was no way this thing could have been a group of individual objects flying in formation." After passing over nearby Mt. Kisco, the object was seen in Carmel, New York. The Carmel police received twenty phone calls. We learned from a Danbury, Connecticut, police officer that information about the UFO had gone out over the Putnam County-Westchester

County police wires. The officer said he had listened on his police scanner as a Carmel patrolman reported chasing the UFO several miles to the Connecticut border.

Carmel police would not confirm this but did indicate they had seen the UFO in the distance from their headquarters. It was flashing blue lights. A lieutenant said he felt sure it wasn't a conventional aircraft but was something strange.

Mark Galli, a bus driver, had seen the object on the night of March 24, 1983. One year later, he was again driving on the Taconic, not far from the same area, and he saw the UFO approach him at a fifty-degree angle. As it slowly passed by, he

could see two layers of lights, red on top and white on the bottom.

Galli was astonished to see once again what appeared to him to be the same object. As it moved away from him, it made a sharp right-angle turn to the north-east in one quick motion.

The UFO was next reported in Kent, New York, where it passed over the home of Christine Fisher at around 9:30 P.M. She said she and her family saw the lights flash from white to red as it passed overhead, dwarfing their home. It hovered over some trees not far from their property and then continued to drift to the north.

The UFO reached Danbury, Connecticut, and shortly thereafter Danbury police received a handful of calls, but were not sympathetic. One caller was told: "Okay, go sleep it off and the pink UFO will go away." The officer laughed, but the caller saw nothing funny about this.

***A Repeat Performance*** On two occasions during this stage of our investigation, we phoned the Danbury police and told them that police in neighboring Westchester and Putnam Counties were seeing the UFO. Each time the Danbury police made a joke of it. But the joke was on them, because just several months later, twelve Danbury policemen, including several top-ranking officers, had incredible sightings of their own, which we discuss later.

For the time being, however, the Danbury police adopted the planes-in-information explanation. The fact that they didn't know who was flying these planes or where they came from was not important. As one Danbury officer put it, "They can't be UFO's because they don't exist."

#### Disappearing Acts

Several remarkable reports came to us as a result of the March 25 sightings. One of them involved Bobby Boulanger, a thirty-year-old engineer, and his family, who saw the object at 8:00 P.M. while they were driving on Interstate 84 near Newburgh, New York. They saw ten white and red lights stationary over the highway. The lights were so bright they cast shadows on the ground.

The family watched the object for about ten minutes. Then, Boulanger said, the strangest thing occurred. The lights went out one by one, and, when the last light went out, the object had vanished like the Cheshire Cat's smile.

The object was simply gone, as if it no longer existed.

Jack Grimsley, a thirty-three-year-old professional photographer, had a close encounter at the Croton Falls Reservoir, near Mahopac—the same reservoir where Jim Cooke saw a UFO on October 28, 1983, as described in the opening chapter.

Grimsley was driving home on Route 6 about 8:45 P.M. when he saw large lights coming from the south.

"They were very bright, white lights, about ten of them, in the shape of a boomerang," he said. "They passed over my car. The lights were so bright I had to shield my eyes.

"As they passed over, I saw some type of dark structure connecting the lights. It could not have been more than 500 feet in the air. It was huge! It was going about as fast as my car, and that was about thirty miles an hour at the time. I was able to stay right under it.

"Then the object turned away and started to lose altitude. As it lowered over the trees, I could see it heading for the reservoir. I stopped my car, grabbed my video camera, and got out. The thing then hovered no more than fifty feet above the water and about a hundred yards from the shore.

"The lights at this time flashed all different colors, and now I heard a very faint buzzing sound. I videotaped for about ten minutes, and when I zoomed in with the telephoto lens I could see the structure connecting the lights. It was a very dull gray.

"The object was at least 300 feet from one end to the other. Then all of a sudden, the lights went out and the thing was gone! I stayed there for several minutes looking, but whatever it was, it just vanished before my eyes."



Then came the strange part.

"I then got back in my car," Jack said. "I thought I had watched for only about fifteen minutes, but according to my clock, I had been at the reservoir for over an hour. I must have been so amazed that I lost track of time."

Stranger yet is what happened after that.

"I took the tape home and put it on my machine, and there the thing was. You could even hear the hum that the thing was giving off on the tape, and when I zoomed in, you could see the structure."

We asked if we could see the tape. "I wanted to show the tape to a friend who has a degree in physics and does work with lasers," Grimsley said. "I put the tape in my car so I wouldn't forget it in the morning. When I got up in the morning, I took the tape to my friend and put it on the machine—and nothing. The tape was blank."

It had been erased, even a section before the UFO where Grimsley had filmed an area in Croton Falls. The only explanation was that the tape had been subjected to a magnetic field.

We asked Grimsley if this had ever happened to any of his tapes before. "No," he said. "I am a professional."

His car had not been broken into, but he had neglected to lock it.

What happened to the videotape? Did Jim Cooke and Jack Grimsley see the same UFO? We will never know. Nor is it likely we will be able to determine why more than an hour passed at the reservoir when Grimsley thought it had been only fifteen minutes or so.

The threat of UFOs compromising reactor security, as if the nuclear industry didn't have enough to deal with already, became a very real concern in 1984.

Although officials won't admit it, several researchers have information that New York's Indian Point Reactor complex endured such a UFO problem during the long siege of sightings that happened throughout the state's Hudson Valley area.

The portrayal of the event in this article is based primarily on the disclosures of unnamed sources.

The summer of 1984 was a troublesome season for authorities at the Indian Point nuclear reactor complex in Buchanan, New York.

Two UFO appearances, one of which was verified by Carl Patrick, director of nuclear information for the New York Power Authority (NYPA), and later documented by the press and the 1987 book *Night Siege*, apparently put the normally tight security of the plant to a severe test.

The first event entailed the brief flyover of a huge craft, witnessed by three security policemen on June 14.

That was followed ten days later by a UFO incident of unprecedented impact. It was one of hundreds of UFO sightings in the Hudson Valley, but one the nuclear workers won't soon forget.

"Here comes that UFO again!" an Indian Point security guard is said to have yelled on the night of July 24, 1984, alerting other security personnel by way of the plant's internal communications system.

A UFO, variously described as looking like "an ice cream cone" and "boomerang," had lazily drifted over to Reactor #3—the only active reactor at the time—lingering about 300 feet above the domed construction for some ten minutes, sending security officials into an uproar.

Now, six years later, the principal UFO researcher on the case admits that many aspects of the event remain confusing and undisclosed. And although he's still receiving information, Philip Imbrogno calls his own lengthy investigation "stagnant."

"Every time new information comes up or I get a lead on something, I get very reluctant to deal with it again," said Imbrogno, who heads the science department at the Windward School in White Plains, New York.

"The entire case has caused me quite a bit of pressure...

The event would indicate that whatever appeared over there, our state-of-the-art technology in defense was unable to deal with it."

He suggests that from what his sources have said, a military aspect came into play. The Indian Point UFO represented an intolerable security breach. Military customers?

Imbrogno says that it is precisely that aspect which has had a lasting effect, and which has generated repercussions that continue to this day. But according to the New York Power Authority, which oversees the reactor complex, Indian Point itself has no direct military customers.

Reactor #3 primarily services local and state facilities in New York City and Westchester County, including local school districts, the New York City subway systems and some of New York's trains.

Most importantly, in Imbrogno's mind, are several military installations in and around Dutchess County, which allegedly get their power from Indian Point.

According to his sources, these are primarily satellite receiving stations, and "a number of other military operations of which we can only guess," Imbrogno says.

The official agency overseeing the reactor complex is the New York Power Authority, although Consolidated Edison has jurisdiction over Reactor #2 and is sold use of #3 for extensive transmissions to New York residential users and, perhaps, military facilities such as Camp Smith, an Air National Guard base located north of Peekskill. (Reactor #1 is inactive.)

It was NYPA whose officials apparently spent considerable human energy trying to dissuade Imbrogno from writing about the July 24 event, concerned he would release information vital to the plant's security.

"I think other agencies were using (the NYPA) to harass me," he said, noting that he was constantly subjected to their repetitive phone calls, threatening that he would be forced to appear at a hearing on the incident.

(He was never subpoenaed, but Imbrogno subsequently, and perhaps coincidentally, was audited by the IRS four times.)

The compulsion to publish was undeniable; of what may have been as many as 70 UFO witnesses among Indian Point personnel, a number quietly sought out Imbrogno, and on the condition of anonymity provided him with the vital facts which led to the production of *Night Siege* (co-written with Bob Pratt and J. Allen Hynek.)

"My sources involve people who work in security for the plant and also people in secretarial and janitorial positions," he said.

"The only problem is that getting anything on paper- documentation, something official-is very, very hard, I have unofficial confirmation right now that a number of documents pertaining to the sighting do exist at the Nuclear Regulatory Commission."

Normally, NRC records can be opened to the public under terms of the Freedom of Information Act, but when he in- quired, Imbrogno was informed that the documents were being held at the reactor complex, and as such were protected under national security regulations.

"It's a joint sort of thing," he said, "In other words, although the NRC is pretty open to the public, if they want to keep a document classified, they'll store it with another agency. I have an inside secretarial source who's actually seen the documents filed."

The NYPA's Patrick denies that any such documentation exists, and dismisses the incident by claiming that all Hudson Valley UFO sightings were later identified as light aircraft.

There was no videotape taken by on-site surveillance cameras, Patrick insists, or audio recording of oral communications, both pieces of evidence which Imbrogno strongly feels do exist and are being retained somewhere.

According to Imbrogno's sources, a security shake-up ensued the very next day. "A number of agencies came in, including the NRC and military personnel, and they supposedly cleaned out everything. You have to remember that with nuclear reactors, you're only going to get 10 percent of the real story.

They're overly terrified of bad publicity, and are really afraid of the anti-nuclear groups, which can cause trouble. Anything that happens is immediately covered up, including UFO sightings."

An 'irregularity'

Imbrogno further alleges that shortly after the UFO infringement, a crack in the reactor's casing was discovered. The public didn't hear about such a situation until a year later; the NYPA's Patrick denied any "crack," although he did recall a time when Reactor #2 may have developed an "irregularity."

Imbrogno says, "[Indian Point officials] made a public statement that operations were not affected, that everything was normal. But I've been told by several people that they lost power, the security system dropped, and the reactor controls went crazy. Apparently it was caused by the UFO."

No way, says the NYPA.

"Any implication that the sightings of these [light aircraft] in any way affected Reactor #3 is false", Patrick said. Imbrogno's sources indicate otherwise. Supposedly, a mass of sophisticated, high-accuracy tracking equipment was installed at the complex, enabling security to quickly generate a computer image of whatever aircraft might be affecting the equipment.

Apparently such problems are still going on. Patrick would not comment on what kinds of security equipment protect Indian Point, but stressed that nothing new has been installed since the incident.

Imbrogno is also suspicious that the armed security forces at the site may have had reason to attempt firing on the craft, again an allegation flatly refuted by the NYPA.

"I know a number of helicopters with rocket launchers were sent up and followed the craft for some distance," Imbrogno commented, citing his anonymous sources for the info.

"When these helicopters went on their way, the object moved off and started crossing the Hudson, and disappeared up north."

Officials will not talk to Imbrogno, nor answer his letters, he says. UFO spoke with Cliff Spieler, vice president at the New York Power Authority. He, like Patrick, basically dismisses the entire affair.

"Having looked into this thing and living two miles from Indian Point, think the UFO reports are nonsense," he said.

"All Hudson Valley UFO sightings] are linked to small planes flying out of Dutchess County."

At one time, officials speaking for Indian Point made their position quite clear to Imbrogno, "They said, 'you can cooperate with us, or you don't have to cooperate with us.

If you don't cooperate with us, you have to face the consequences, because you are dealing in an area of national security. The incident that took place over there involved national security because it was a breach of security at a nuclear reactor.' But they weren't ready to say who was breaching security!"

In considering the "who," Imbrogno took in a number of hypotheses, including the possibility that the incident was an elaborate test flight of a secret military craft, such as the B-2 Stealth bomber, or a covertly-planned contingency test of the plant's security operations, carried out under the guise of a UFO overflight.

Nothing is impossible, he'll admit. But the most tenable answer, he feels, is that the UFO was an extraterrestrial craft. "I don't think our government could be so bold with a craft of the kind that appeared at Indian Point," he said.

"Talking to these security people, and looking into their eyes," his voice trailed, " . . . they tell a story of this one cop who got up on the roof below the UFO, and the thing started moving a little bit. He pulled out his gun, looked at it, then put the gun back in his holster and ducked!

The people who were telling these stories are not familiar with the UFO literature. If I really wanted to go into this, with no fear of what would happen to me, I'm sure there's an incredible story here.

I am still being given information about certain things going on there-In the nighttime, people seeing little creatures coming through the walls of the casing on the reactor, and military personnel indicating 'we're aware of these creatures and we don't care if they're from outer space-shoot 'em!'

On a newscast on Channel 7 in New York, they were interviewing one guy, and he said, 'I saw it going over the reactor! I think they're sucking the power from it! That's what they're doing!' But a civilization that has this type of vehicle- any intelligence, whatever it is-I'm sure doesn't need nuclear energy."

Editor's Note: In a letter to UFO Magazine shortly after this article was written, Imbrogno added to his remarks.

"It is hard to believe that people like John Lear and Bill Cooper are revealing 'top secret' information with little or no repercussions.

I just poked my nose a little too deep into an area of national security and got my ears pinned back for it. My next step is to approach this in a legal way by asking for an investigation (preferably by a member of Congress) to find out how and why the security at this government reactor was violated and why information is being withheld."

June 24, 1984; Peekskill, New York

10:30 to 10:45 p.m. Security guards at the Indian Point Nuclear Power Plant reported seeing a UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors. UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO. The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. Investigators uncovered some interesting information. As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems shut down as did all of its alarm and communication systems. Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area. Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant.

July 15, 1984; northwest of Detroit, Maine

9:05 PM. Carol Cloukey and Robert White had been on their way to Pittsfield, Maine for dinner. After traveling about a mile they rounded a bend and Carol, who was driving, was the first to see a bright yellowish-orange light. Suddenly the light made a perfect vertical drop in mid-air. They sped up to get ahead of the object, but the light dropped lower again, and was now dead center above the car windshield. Carol stopped and slammed the car into reverse. After backing up about 50 feet they saw that the object was alongside of them on the left side of the car and about 150 feet off the ground. The glow had subsided, and in the evening twilight it appeared grayish in color, triangular shaped, and larger than a 747 aircraft. It had 4 red lights and 1 or 2 brighter white lights. It made no sound. Robert opened his door to see if it was possible to make a 180-degree turn, and he told her to back into the driveway of a farmhouse. The object was now almost directly above them at an approximate altitude of 100 feet. He observed that when they stopped the UFO stopped, and when they moved the UFO moved! It became apparent that "it" did not want to let them go. Robert got out of the car and started to run toward the farmhouse. Carol called to him that another car was coming down the road. The UFO now began to move away slightly, traveling in a northeasterly direction for a distance of a few hundred feet when it suddenly vanished right before their eyes. Robert later expressed wonderment that such a large object could suddenly disappear in such an inexplicable manner. They estimated that the total incident took about two minutes to transpire.

(Source: Leland Bechtel, MUFON UFO Journal, October 1984, pp. 14-15).



NEW HAMPSHIRE,  
KEENE  
OCTOBER 15, 1984 7:42 P.M., EST  
CE I

NH  
US 1015 - 1984 - 0001

adm 8/27/85



MUTUAL UFO NETWORK, INC.

# CASE REPORT

## CE-1

**KEENE, NEW HAMPSHIRE**

**OCTOBER 15, 1984**

KEENE, NEW HAMPSHIRE CE I

OCT. 15 1984, TIME: 8:42 PM AN ANONYMOUS CALL WAS RECEIVED AT THE KEENE NH. POLICE DEPARTMENT. A MAN FROM WINCHESTER NH. A SMALL TOWN SOUTH OF KEENE, CALLED TO REPORT STRANGE LOOKING LIGHTS HOVERING OVER THE CITY. HE REFUSED TO GIVE HIS NAME STATING HIS WIFE WOULD THINK HE WAS CRAZY.

SGT. JACK ZELLER WAS DISPATCHED TO ROUTE 12 TO INVESTIGATE. IT WAS A CLEAR NIGHT IN THE SOUTHERN NEW HAMPSHIRE CITY. SGT. ZELLER DID NOT HURRY TO THE SCENE BECAUSE HE FELT WHATEVER IT WAS WOULD BE EASILY EXPLAINED OR GONE BY THE TIME HE ARRIVED. AS HE PROCEEDED SOUTH ON ROUTE 12 TOWARD ROUTE 9, A CAR COMING IN HIS DIRECTION SKIDDED TO A STOP. A MAN JUMPED OUT POINTING TO THE WEST. SGT. ZELLER STOPPED HIS CRUISER, HE DIDN'T EXPECT TO SEE ANYTHING SO SOON. WHAT HE SAW WAS "OBVIOUSLY UNCONVENTIONAL". AS A TRAINED OBSERVER HE WAS ABLE TO DESCRIBE WHAT WAS SEEN EASILY.-- A NUMBER OF PULSATING LIGHTS, RED, WHITE, GREEN ABSOLUTELY MOTIONLESS IN THE SKY AT AN ALTITUDE OF 800 TO 1000 FEET. HE ESTIMATED THE DISTANCE AT ABOUT ONE EIGHTH OF A MILE. AT THIS POINT ZELLER CALLED BACK TO HEADQUARTERS USING THE CAR RADIO. HE REMAINED IN RADIO CONTACT THROUGHOUT THE SIGHTING. BY NOW MORE CARS HAD STOPPED AND MORE PEOPLE WERE OBSERVING THE SHOW. ONE OF THE OBSERVERS SUGGESTED TO SGT. ZELLER THAT HE SHINE THE CRUISER SPOTLIGHT AT THE OBJECT. THE SPOTLIGHT USED WAS 200,000 CANDLE POWER. "I WAS RIGHT ON AIM", BUT IT DIDN'T LIGHT THE OBJECT. ( I FEEL ZELLER'S ESTIMATE OF ONE EIGHTH OF A MILE WAS INCORRECT. THE SPOTLIGHT SHOULD HAVE REACHED IT AT THAT DISTANCE) AS SOON AS THE LIGHT WAS ON AIM THE OBJECT BEGAN TO MOVE TOWARD THE CRUISER. IT LOWERED ALTITUDE AS IT CAME CLOSER. THE OBJECT LEVELED OFF AT AN ALTITUDE OF 100 FEET NOT FAR FROM THE OBSERVERS. AS IT CONTINUED TO GET CLOSER ONE OF THE BYSTANDERS ASKED SGT. ZELLER TO GET HIS SHOTGUN. ZELLER RESPONDED WITH "NO I THINK WE'LL RIDE THIS ONE OUT". THE OBJECT PASSED DIRECTLY OVER THE CRUISER AT A SPEED OF 10 TO 15 MILES PER HOUR. "I HAD IT LIT UP LIKE DAYLIGHT" ZELLER STATED. HE DESCRIBED THE OBJECT AS HAVING A DULL METALLIC OFF-WHITE OR CREAM COLOR. IT WAS 10 TO 15 FEET WIDE AND 45 TO 50 FEET LONG. THE BELLY HAD LONGITUDINAL PLANES FROM FRONT TO BACK LIKE THE HULL OF A BOAT. HE SAW NO LANDING GEAR, NO WINDOWS, NO SEAMS, NO DOORS, NO OBVIOUS SOURCE OF POWER, AND IT MADE NO SOUND EXCEPT FOR A TWO TONED HUM FOR A SECOND OR TWO AS IT PASSED DIRECTLY OVERHEAD. THE POLICE SERGEANT ALSO STATED HE MAY HAVE SEEN SHORT STUBBY WINGS, BUT HE IS NOT SURE IF HE SAW THEM OR SOMEONE MENTIONED THEM. THE OBJECT CONTINUED IT'S STRAIGHT FLIGHT PATH OVER THE CRUISER, ACROSS THE STREET AND THEN STOPPED OVER A CAR WASH. IT TURNED AROUND AS IF TO COME BACK TO THE CRUISER, HOVERED A FEW SECONDS THEN INSTANTLY MOVED SIDWAYS TO HOVER OVER THE RAMADA INN AT THE JUNCTION OF ROUTE 9 AND ROUTE 10. IT HOVERED AGAIN FOR A FEW SECONDS, THEN MOVED TO THE SOUTH EAST AT A LEISURELY PACE. IT THEN SPED OFF INTO SPACE AND WAS OUT OF SIGHT IN A SECOND OR TWO.

PETER R. GEREMIA  
MUFON STATE DIRECTOR  
NEW HAMPSHIRE



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLACE OF SIGHTING

STATE/PROVINCE: NH COUNTY: CHESHIRE CITY/TOWN: KEENE COUNTRY: USA

SIGHTING TIME

DATE: 1972 MONTH: 15 DAY: 15 AM ( ) PM ( ) HRS: 8 MIN: 5 SEC: ( )

DATE OF SIGHTING

DAY: 15 MONTH: OCT YEAR: 78

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: PETER R. GEREMIA

STREET ADDRESS: 571 BRACKETT RD. PHONE: A/C 603 / 436 9283

TOWN/CITY: RYE STATE: NH ZIP CODE: 03870 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?

As a patrol sergeant on the police force I was dispatched to the area of Rt 12 in Keene to investigate a sighting of a strange lighted object hovering over the City. The original complaint was called in from a town 12 miles away, in Winchester Nh. I arrived on 12 and had seen nothing when a car coming toward me suddenly braked, sliding sideways in the roadway. I stopped of course, and the occupants ran toward my cruiser gestering toward the West. I exited my car and immediately observed an object in the sky which was obscured by pulsating red, green and white lights. It was about 1/3th mile distant to the West, and appeared to be about 500 feet from the ground. It was hovering absolutely still. It was dark, and a clear night, no moon, but stars visible. We watched it several minutes, I noted that it was making no sound whatsoever. We had conversation about how strange it was, and I radioed my headquarters about it, giving a rundown on it. Sometime after several minutes, one of the bystanders said "why don't you put your spotlight on it? I did, and though it was to far away to be actually lighted

(Continue narrative on reverse side)

by my spotlight, the beam of light was on it as I could see the beam in the dark. Our spotlight are about 200,000 candlepower. Immediately that I got a direct aim with the light, the object began to approach the cruiser on a straight line, that is, it was coming straight toward me and down at the same time. It was so obviously unconventional, that as it approached one citizen asked me why I did not take my shotgun out of the rack. I just said "I don't think I better". The object continued to approach, I kept talking to headquarters, and kept the spotlight on it at times. At about 300 feet, the object leveled off to about 100 feet altitude, and kept coming. It was going an estimated 20 mph. It made no sound. As it passed directly over my cruiser, I kept the light on it. I could see it clearly, but at this time, ~~XXXX~~ I could no longer see the source of the lights, so they must have been on top. I could see the pulses however. The object was silent, about 40-50 feet long, maybe 10-12 feet wide. Maybe it had miniscule wings, I am not sure. It was of metallic dull cream colored material, no landing gear, no windows, no seams or doors, no obvious source of power. The belly had several different planes to its surface, but was unseamed. As it passed overhead it was still absolutely silent. As it got about twenty-fifty feet passed, it made a several second long, two tone, hum. Then this stopped immediately, and the object continued on its way at about 10-20 mph. It continued East for about 2-3 hundred yards until it was over a car wash place. It stopped, still silent, turned completely around, and for a moment as if it were going to come back. There were some murmurs about this as it happened. Then, suddenly, and completely silently, it raced sideways about 1/3 mile over to a Ramada Inn. It did not appear to accelerate or decelerate in any normal fashion, but instead was first "here then there". It stopped as suddenly as it began, and hovered about 3-4 seconds. It then went at a leisurely pace toward a hill 2 miles distant, following the contour of the land, thus when reaching the hill, going right up and over out of sight, reappearing to the East a few seconds later. It hovered there for several seconds then began to follow the line of hills to the SE at a good clip. It then sped off into space and was gone in a second or two, to the SE.



FOR MUFON USE

TEMPERATURE: COOL

WIND DIRECTION: CHK

WIND SPEED: UNDETECTABLE

VISIBILITY: GOOD

CEILING: NO CLOUDS

EDUCATION: 15 YEARS

DEGREE: AAS MAJOR: ANIMAL SCIENCE

SPECIAL TRAINING: LOTS - OBSERVATION

VISION: 20/15 COLORBLIND? NO EYEGLASSES? NAS

HEARING: GOOD ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? GOOD AFTER? GOOD

WITNESS' NAME: DELLA COTTON ZELLER AGE: 35

STREET: 3 WASHINGTON ST.

TOWN/CITY: KEENE PHONE: 352-2222

PROVINCE: NH COUNTRY: USA

OCCUPATION: POLICE OFFICER

EMPLOYED BY: KEENE P.D.

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS () INDOORS ( ) CAR () AIRCRAFT ( ) BOAT ( ) OTHER STANDING

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 TOWNS

SKY CONDITION: CLEAR () PARTLY CLOUDY ( ) OVERCAST ( ) FOGGY ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

PRECIPITATION: NONE () RAIN ( ) FOG ( ) SLEET ( ) SNOW ( ) HEAVY ( ) MEDIUM ( ) LIGHT ( )

UFO DIRECTION: FIRST SEEN IN WEST LAST SEEN IN SOUTH IT MOVED FROM W TO E

UFO ELEVATION: ( FIRST SEEN - 1/8 ) 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' UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 100'

UFO PASSED: ( IN FRONT OF me 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 OBLONG COLOR(s) CREME )  
( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )

DESCRIBE: SOUND HUM SMELL \_\_\_\_\_ SPEED SEE TEXT

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 )  
( 1000 TIMES THE SIZE OF A STAR 50 TIMES THE SIZE OF A FULL MOON )

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A TEXT 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? ( )	DESCEND? ( <input checked="" type="checkbox"/> )	AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( <input checked="" type="checkbox"/> )	AFFECT MAGNETISM? ( )	BLINK? ( <input checked="" type="checkbox"/> )
ABSORB OBJECT(s)? ( )	OVER POWERLINES? ( )	AFFECT TIMEPIECE? ( )	PULSATE? ( <input checked="" type="checkbox"/> )
EJECT OBJECT(s)? ( )	OVER A BUILDING? ( )	AFFECT ENGINE? ( )	APPEAR SOLID? ( <input checked="" type="checkbox"/> )
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? ( )	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.

SIGNATURE OF OBSERVER: [Signature]

YOU MAY () MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED: 28 Dec 84



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

INVESTIGATOR DATA

FIELD INVESTIGATOR'S NAME: PETER R. GEREMIA TELEPHONE: AC 603 436 9283
FIELD INVESTIGATOR'S ADDRESS: 571 BRACKETT RD. RYE, NH. 03870
NEW HAMPSHIRE 03870 ROCKINGHAM USA
DATE OF FIELD INVESTIGATOR'S REPORT: YEAR MONTH DAY AFFILIATION(If not MUFON)

SIGHTING DATA

DATE OF UFO SIGHTING: 84 OCT. 15 IF MONTH/DAY NOT KNOWN, CHECK BELOW:
TIME OF UFO SIGHTING: 24-HOUR CLOCK TIME 1942 (IF UNKNOWN, CHECK BELOW) DURATION: 5 MIN. ZONE: EST
PLACE OF UFO SIGHTING: RT 12 KEENE, NH. CHESHIRE USA
OTHER INFORMATION: NUMBER OF WITNESSES 34 COORDINATES (If Known) HOURS MINUTES TENTHS HOURS MINUTES TENTHS
COMMENTS: SEE TEXT

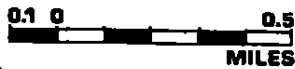
PRIMARY WITNESS DATA

PRIMARY WITNESS' NAME: SGT. JOHN ZELLER TELEPHONE: AC 603/ 352-2222
PRIMARY WITNESS' ADDRESS: 3 WASHINGTON ST. KEENE
NEW HAMPSHIRE 03431 CHESHIRE USA
USE OF WITNESS' NAME: MAY ( ) 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:

# KEENE

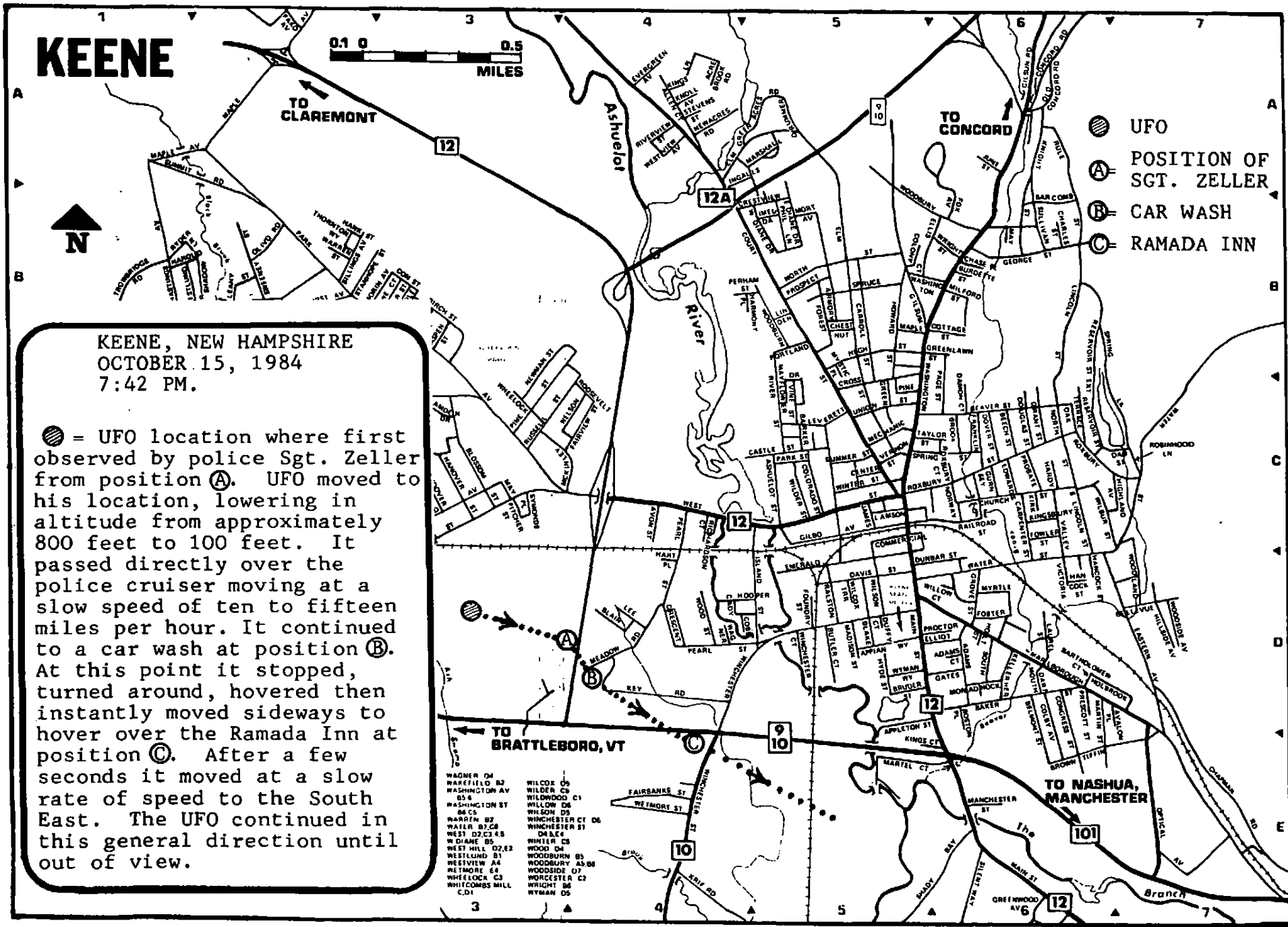


- UFO
- Ⓐ POSITION OF SGT. ZELLER
- Ⓑ CAR WASH
- Ⓒ RAMADA INN

KEENE, NEW HAMPSHIRE  
OCTOBER 15, 1984  
7:42 PM.

● = UFO location where first observed by police Sgt. Zeller from position Ⓐ. UFO moved to his location, lowering in altitude from approximately 800 feet to 100 feet. It passed directly over the police cruiser moving at a slow speed of ten to fifteen miles per hour. It continued to a car wash at position Ⓑ. At this point it stopped, turned around, hovered then instantly moved sideways to hover over the Ramada Inn at position Ⓒ. After a few seconds it moved at a slow rate of speed to the South East. The UFO continued in this general direction until out of view.

- |                     |                  |
|---------------------|------------------|
| WAGNER 04           | WILCOX 09        |
| WAREFIELD 02        | WILDER 03        |
| WASHINGTON AV 05 6  | WILLOW 06        |
| WASHINGTON ST 06 05 | WILSON 05        |
| WARREN 02           | WINCHESTER CT 06 |
| WATER 07,08         | WINCHESTER ST 01 |
| WEST 02,03,04       | WINDY 04         |
| W D IANE 05         | WINTER 05        |
| WEST HILL 02,03     | WOOD 04          |
| WESTLUND 01         | WOODBURN 03      |
| WESTVIEW 04         | WOODBURY 05,06   |
| WETMORE 04          | WOODSIDE 07      |
| WHEELOCK 03         | WORCESTER 02     |
| WHITCOMBS HILL 01   | WRIGHT 06        |
|                     | WYMAN 05         |



Red, White, Green  
Pulsating Lights

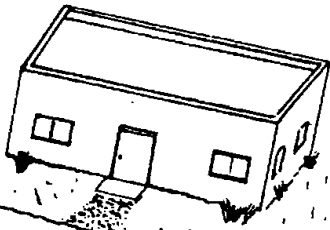
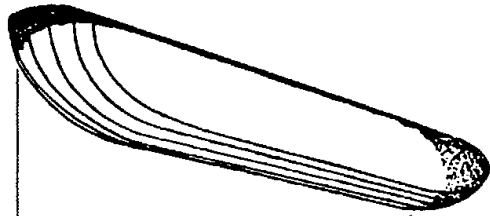


P. GEREMIA  
1985





Dull Metallic  
Cream Color



P. GEREMIA  
1985



# CITY OF KEENE

NEW HAMPSHIRE 03431

8 June 85

Dear Mr. Geremia,

Enclosed please find the A+B markers on your map for the cruiser + car wash.

As for as the person wanting info - please feel free to give my name to anyone you personally feel is honest and capable in their queries about UFO's. He can contact me at the Station, days, 352-2222.

Sincerely yours,

Sgt John [Signature]

P.S. Should you need anything else - pls don't hesitate to ask!! I'm happy to help in any way.

Also, your rendition is quite accurate - Thks for the copy!

[Signature]

# CITY OF KEENE

KEENE, NEW HAMPSHIRE 03431

From: Sgt. Jack Zeller

To: Peter R. Gorenia

Subject: UFO 15 Oct 83

Date: 29 Feb 83

Dear Mr. Gorenia

Re: your letter of questions after hearing the tape to Willie Chapleau-

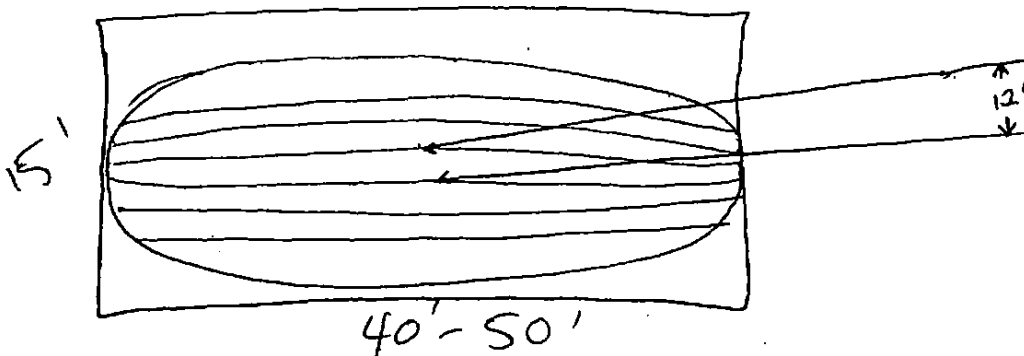
1. No, I did not get the names of other witnesses that night. As the craft left the scene, so did I in an attempt to maintain sight of it. The first car to stop, was a Conn car, I believe a Chevette. The second was a large buick, NH reg that I thought was the Chief. It was not. This same craft was sighted two days later however, in Keene by a woman who described it exactly as I did. It apparently attempted to land in her back yard. I believe her name is Mrs. Trudell, of the Jordan Road in Keene, but KFD records would have that in the log record if you called them 8-4 weekdays. That would have been the evening of the 17th Oct 84 I believe.

2. I cannot be sure whether there were lights around the entire perimeter though my tendency is to believe that the entire perimeter was lit. This is difficult to say, because I was lighting it up with about 200,000 candlepower.

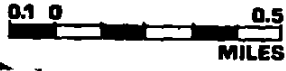
3. I would estimate 4-5 planes per longitudinal side. Your drawing is somewhat correct except for the ends. These were not circular planes, but longitudinal ones. I have sketched below a corrected type. I am not an artist!

If this is of any help I am glad, and would be pleased to assist you anytime. Feel free to call or write.

Sgt. J. Zeller

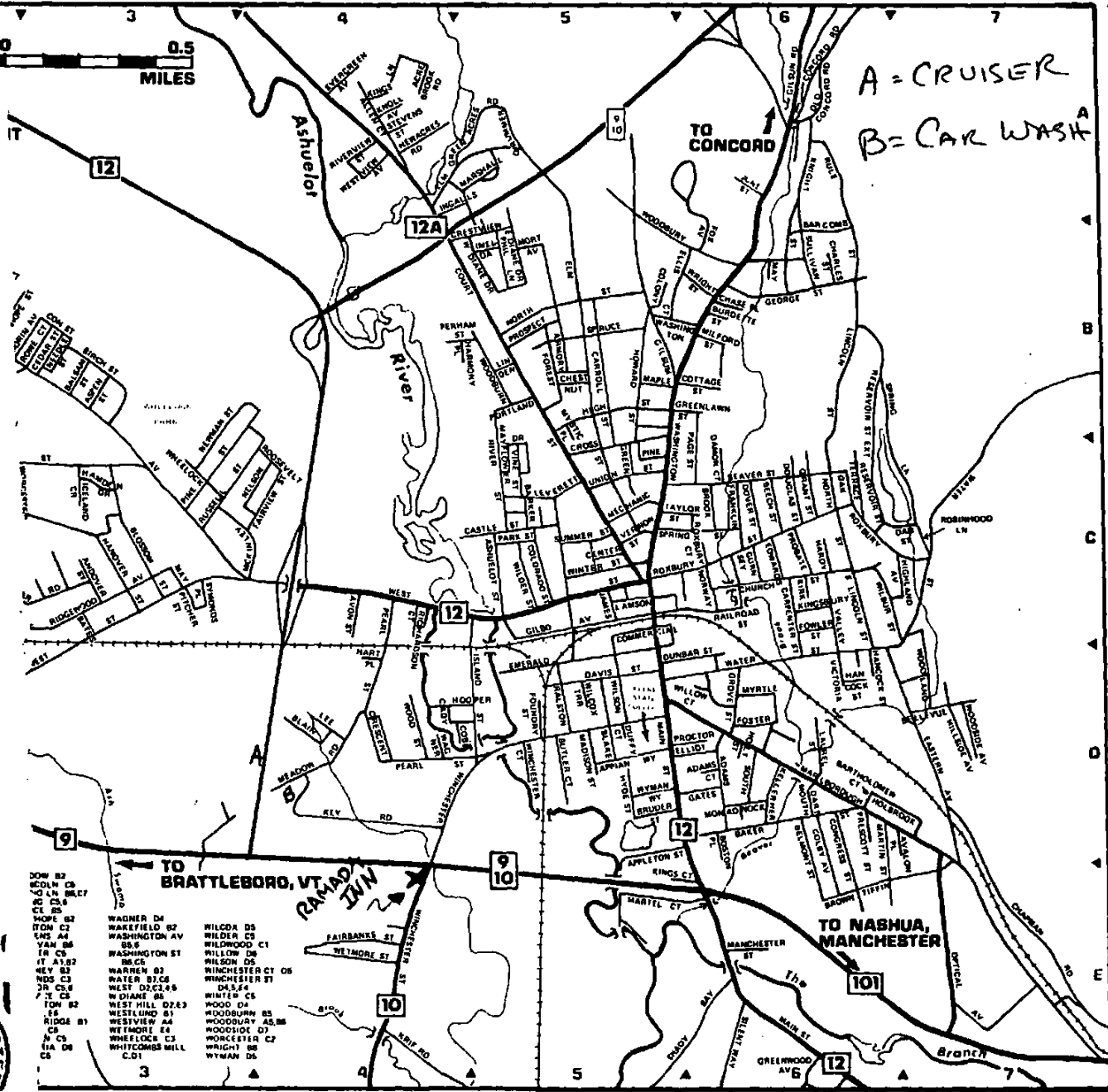


# KEENE



A = CRUISER  
B = CAR WASH

Sgt. JC Zeller  
Keene Police Dept.  
11 Washington Street  
Keene, N. H. 03431-3188

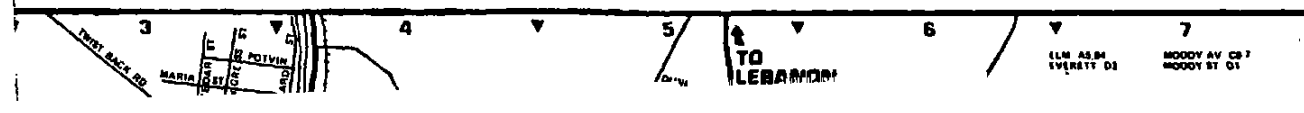


TO BRATTLEBORO, VT.  
RAMAD TWIN  
TO NASHUA, MANCHESTER

- DOW B2
- EDLM C3
- LOG LN C3
- MALET B3
- CE B3
- CE B3
- HOPE B2
- TON C2
- ENS A4
- VAN B6
- IR C3
- IT A1, B2
- KEY B2
- WES C3
- JR C3, B4
- TON B2
- ES
- RIDGE B1
- CS
- A C3
- EA B3
- CS
- WAGNER D4
- WARFIELD B2
- WASHINGTON ST B3, B4
- WASHINGTON ST B6, C5
- WARREN B3
- WATER B1, C5
- WEST D2, C2, B4
- W DLANE B6
- WEST HILL D2, B3
- WESTLUND B1
- WESTVIEW A4
- WETMORE E4
- WHIFLOCK C3
- WHITECOMBS HILL C, D1
- WILCOX D5
- WILDER C3
- WILDWOOD C1
- WILLOW D6
- WILSON D5
- WINCHESTER CT D5
- WINCHESTER ST D4, B3, F4
- WINTER C5
- WOOD D4
- WOODBURN B5
- WOODBURY AS, B6
- WOODLICK D3
- WORCESTER C2
- WRIGHT B6
- WYMAN D6



MUFON:  
Peter R. Garamia  
P.O. Box 453  
RYE, NH 03370



## Hovering Craft Had 'Green and Red Pulsating Lights'

# Policeman's UFO Accounts Chilling, Similar

By PAUL R. LESSARD  
 Union Leader Correspondent  
 KEENE — Recently reported sightings of unidentified flying objects in the Keene area have police and a local astronomer wondering if there are other unknown beings inhabiting our universe.

Another astronomer says it may just be the effect of the conjunction of Mars and Jupiter on a clear night.

The first reported sighting came into the Keene Police Department at 7:34 p.m. on Monday.

The caller from Winchester said he could see something bright hovering over the city.

A police officer was dispatched to the Rte. 12 area where he reported seeing a UFO hovering several hundred feet above the ground.

Sgt. Jack C. Zeller, a seven-year veteran of the force, said, "As I approached the weigh station pull-off area, a car coming in the opposite direction came to a screeching halt. Two men stepped out of the car and pointing to the unidentifiable craft and asked me what it was," Zeller said.

He said the craft, which had no landing gears, or wings, had green and red pulsating lights

*'It sat absolutely stationary about an eighth of a mile away in front of the cruiser. It just hovered about three or four feet off the ground.'*

Police Sgt. Jack C. Zeller

that were not on the bottom of the craft.

"It sat absolutely stationary, about an eighth of a mile away, in front of the cruiser. It just hovered about three or four feet off the ground," Zeller explained.

He said he put his spotlight, which is a thousand candle-light power light, on the craft which began moving towards the cruiser.

It came within a hundred and fifty feet about the car, "and I estimated it to be moving about 20 miles per hour and it had no landing gears or lights on the bottom," Zeller said.

He said it then zoomed off to the south "at a very high rate of speed."

"It followed the contour of the mountain and then it went out of sight. It came back and hovered close to the ground before taking off at a high rate of

speed," Zeller said.

He said he believes what he saw and said he has some knowledge of aircraft.

"It was no conventional aircraft and I firmly believe what I saw was a very strange object," he said.

Overall, there have been 13 reported sightings in the area and this has some local astronomy buffs wishing they had seen it themselves.

Zeller is not the first New Hampshire police officer to have experienced a close encounter with a UFO.

Officer Steven Hamel, of the Rochester Police Department, reported coming in contact with a UFO off Rte. 16 last year.

Dr. J. Russell Harkay from the Science Center at Keene State College said it is not unusual for people to report seeing objects in the sky around this

time of year — especially when the nights are cool and the skies are clear.

Harkay said more people are out at night during this time of year and with the clear skies many sights unfamiliar to them catch their attention.

"One thing which might explain what happen is the conjunction of Mars and Jupiter," Harkay said.

He explained the process of the two planets closing in on each other as giving off red and white colors "which appear to be coming at the earth."

"It is startling because it is so unusually bright on a clear night and with the Harvest Moon, a time when the moon stays closer to the earth than any other night, many people think they see things coming at them," Harkay said.

He said the "scintillation of the stars," or twinkling of the stars, cause them to change colors and turn on and off.

Another group of astronomers who are interested in the latest developments of UFO sightings is the Keene Amateur Astronomers.

Philip Atwood, who is one of the founding members of the club which dates back to 1959 said he wished he could be notified of a sighting.

He said he is a firm believer in other being existing in our

can come in contact with a UFO.

As to the description Zeller gave of the UFO, Atwood said he has heard of "similar reports" but not in some time.

According to Sgt. John M. Cook, Hamel's supervisor in Rochester, Hamel's description of the UFO is almost the same exact description Zeller gave in his report.

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KEENE, NEW HAMPSHIRE ..... CE I

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4. MUFON FORM 1 SHEET 2.  
5. MUFON FORM 2.  
6. MAP OF KEENE NEW HAMPSHIRE WITH UFO LOCATIONS.  
7. DRAWING OF UFO WHEN FIRST SIGHTED.  
8. DRAWING OF UFO WHEN DIRECTLY OVERHEAD.  
9. LETTER FROM SGT. ZELLER CONFIRMING THE ACCURACY OF MY DRAWING OF THE UNDERSIDE OF THE UFO.  
10. LETTER FROM SGT. ZELLER WITH HIS DRAWING OF THE UFO.  
11. MAP OF KEENE NEW HAMPSHIRE WITH CRUISER LOCATION MARKED BY SGT. ZELLER.  
12. EXAMPLE OF NEWS MEDIA COVERAGE OF THE SIGHTING.

NOTE : THE INITIAL INTERVIEW WITH SGT. ZELLER, AND THE AUDIO RECORDING OF THAT INTERVIEW WAS CONDUCTED BY MR. WILLIAM J. CHAPLEAU MUFON STATE DIRECTOR FOR VERMONT.

NOTE : THE ZELLER INTERVIEW AUDIO TAPES AND CASE SUPPORTING DOCUMENTS ARE ON FILE.

THIS REPORT IS SUBMITTED BY:



PETER R. GEREMIA  
MUFON STATE DIRECTOR  
NEW HAMPSHIRE

NEW HAMPSHIRE, KEENE  
OCTOBER 15, 1984  
7:43 PM EDST

THE UNION LEADER, MANCHESTER, NEW HAMPSHIRE  
OCTOBER 18, 1984

HOVERING CRAFT HAD GREEN AND RED PULSATING LIGHTS!

POLICEMAN'S UFO ACCOUNTS CHILLING, SIMILAR!

IT SAT ABSOLUTELY STATIONARY ABOUT AN EIGHTH OF A  
MILE AWAY IN FRONT OF THE CRUISER. IT JUST HOVERED ABOUT  
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SAID POLICE SGT. JACK C. ZELLER!

KEENE-RECENTLY REPORTED SIGHTINGS OF UNIDENTIFIED FLYING  
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I WILL HAVE SOME MORE UFO REPORTS NEXT TIME  
WHEN SOMETHING TURNS UP?  
MARVIN SMITH REPORTING?



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.

NOV. 13, 1984

DEAR MR. SCHWESSLER:

MARVIN SMITH HERE AGAIN? ITS BEEN A LONG TIME SINCE I WROTE YOU AND I SEND YOU THOSE COPIES THAT HAPPEN UP HERE IN NEW HAMPSHIRE AREAS. I AM WRITING YOU THIS TIME ABOUT A UFO SIGHTING THAT HAPPEN LAST MONTH IN KEENE NEW HAMPSHIRE. I WILL WRITE YOU A COPY OF IT. IF YOU WANT TO WRITE TO ME, PLEASE? PUT YOUR LETTER IN CARE OF BRUCE A. PERRHAULT. HE'S MY VERY IMPORTANT FRIEND. KEENE NEW HAMPSHIRE ALWAYS GET UFO SIGHTING, BUT THE GOVERNMENT ALWAYS COVER IT UP BY SAYING IT WAS SOMETHING ELSE. THE GOVERNMENT WILL NOT GET AWAY WITH THIS, BECAUSE THE SPACE PEOPLE ARE LANDING REAL SOON NOW AND THE GOVERNMENT WILL HAVE TO TELL THE AMERICAN PUBLIC THE TRUTH. AND IF NOT, THE SPACE PEOPLE WILL DO IT FOR THEM.

I HOPE TO HEAR FROM YOU REAL SOON.

YOUR GOOD FRIEND, MARVIN SMITH;

OH YES? I ALMOST FORGOT. THESE REPORTS I HAVE SEND YOU. YOU KEEP THEM IN YOUR RECORDS DON'T YOU. I KNOW YOU DO. KEEP UP THE GOOD WORK.

MARVIN

(ZELLER)

THE UNION LEADER, MANCHESTER, NEW HAMPSHIRE

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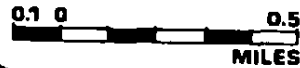
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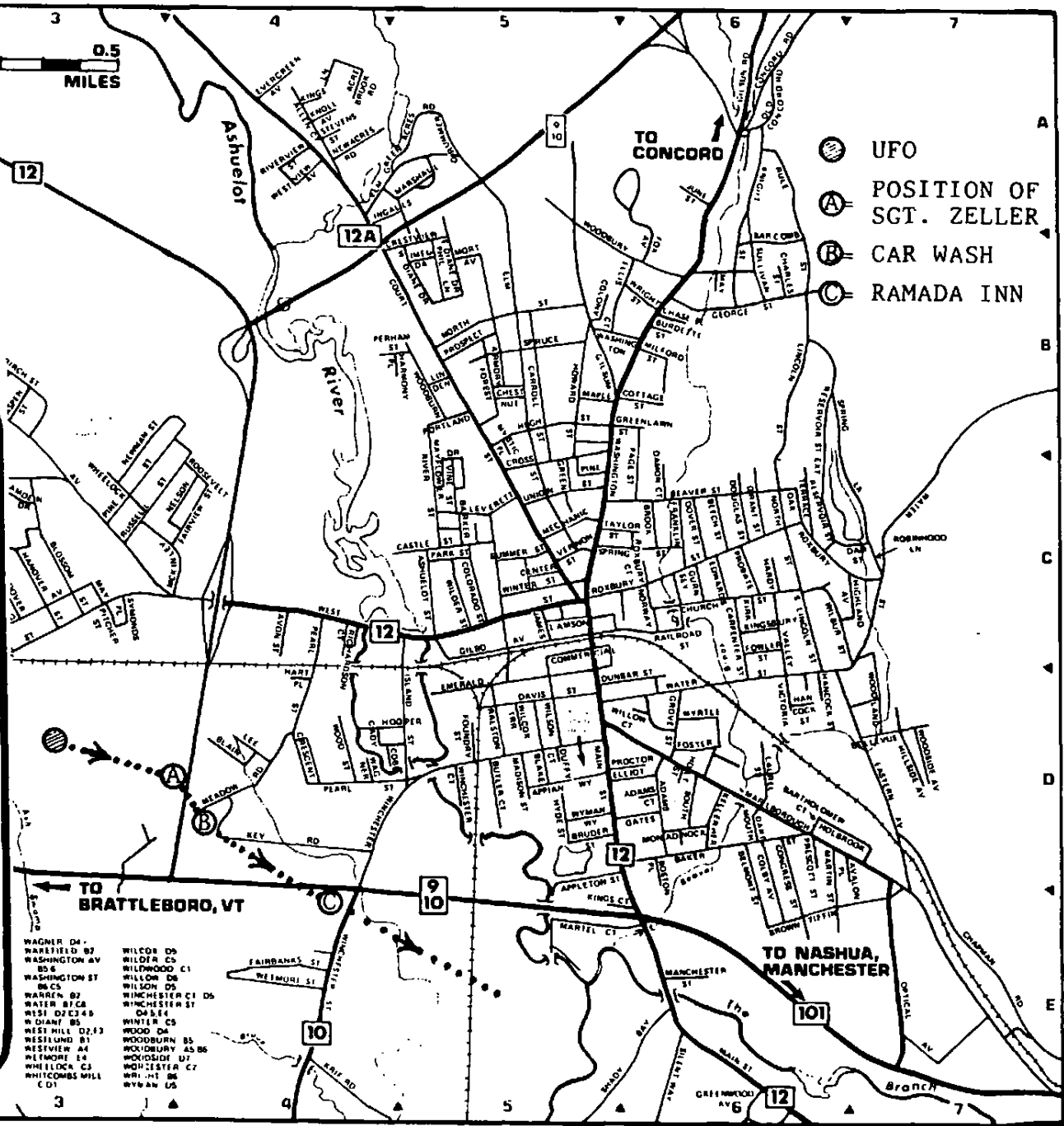


- UFO
- Ⓐ POSITION OF SGT. ZELLER
- Ⓑ CAR WASH
- Ⓒ RAMADA INN

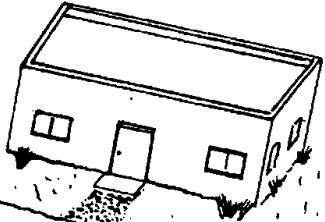
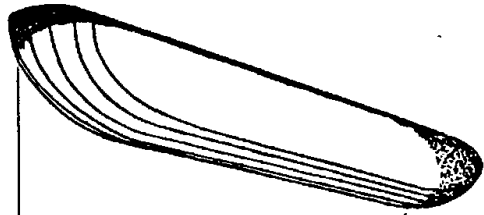
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| WAGNER D4           | WILCOX D9            |
| WAREFIELD D2        | WILDER C5            |
| WASHINGTON AV B5    | WILLOW C1            |
| WASHINGTON ST B6    | WILSON D5            |
| WARREN B2           | WINCHESTER C1 D5     |
| WATER B7/C8         | WINCHESTER ST D4 E14 |
| WEST D2 E3 A9       | WINTER C5            |
| W DANT B5           | WOOD D4              |
| WEST HILL D2 E3     | WOODBURN B5          |
| WESTLUND B1         | WOODBURY A5 B6       |
| WESTVIEW A4         | WOODSIDE U7          |
| WETMORE E4          | WOLFEVERA C7         |
| WHILDEN C3          | WRI-JET B6           |
| WHITCOMBS HILL C D1 | WYMAN U5             |



Dull Metallic  
Cream Color



P. GEREMIA  
1985

or

# UFO stalks a police car

Veteran police Sgt. Jack Zeller was investigating reports of "strange lights" in the night skies over Keene, N.H., and suddenly found himself within a few hundred feet of a hovering UFO!

"It sat absolutely stationary, about an eighth of a mile away, in front of (my) cruiser," he said. "It just hovered about three or four feet off the ground."

He said the UFO had no wings or landing gear. The craft had green and red pulsating lights.

The 7-year police veteran said he trained his spotlight on the craft as it began moving toward his cruiser. He estimated its speed at about 20 m.p.h. before it zoomed away "at a very high rate of speed."

"It was no conventional aircraft and I firmly believe what I saw was a very strange object."

Zeller is not the first New Hampshire policeman to have experienced a close encounter with a mystery craft from space.

Rochester police officer Steven Hamel reported a similar sighting last year.

WEEKLY WORLD NEWS  
December 4, 1984

21

High Speculation

UFOs attracted to  
Police vehicles not  
uncommon

Most probably due  
to oscillation devices  
and domes, and extra  
electrical expenditure  
items

This is not totally  
uncommon

You seem to hear  
or read about this  
sort of thing

Example:

Refer Sheriff's (car)  
in (1979) CUFO's case  
Lancaster, PA (CASE)  
(1982)

ETC - ETC.

May 26, 1985 Newtown, Connecticut

In the past, the state of Connecticut has always been an area of few UFO reports, however this is no longer true. Since 1985 the counties of Fairfield and Litchfield and Hartford has seen a dramatic rise in the number of UFO reports. This UFO is described as being a semi circle or boomerang with multi-colored lights. Even more incredible the size of this UFO has been reported to be the length of a football field!.

This UFO that has been seen recently in Connecticut is without a doubt the Hudson valley UFO which is described in my book Night Seige The Hudson Valley UFO Sightings (Ballantine Books 1987).

For some reason unknown to this researcher the giant boomerang UFO has shifted it's activities from New York to Nearby Connecticut. The most recent sightings took place on May 26 of this year around interstate 84 one of the most heavily traveled highways in the northeast.

Between 9:30 and 10:15 PM more than 200 people phoned local and state police to report a huge object with bright lights flying low over the highway near the towns of Newtown and Southbury in Connecticut. Those witnesses that called state police in Southbury were told that it was nothing more than a group of Ultra light aircraft from Candlewood airport flying in close formation and hanging colored lanterns from the bottom of the plane. The police also told witnesses that the aircraft were painted black so that all that can be seen is the lights. Many of the witnesses to the phenomenon found it very hard to believe the official explanation.

One witnesses to the UFO was Mrs. Betty Proulx of Middlebury who said that the object hovered over her house without a sound for over two minutes. here was no doubt in her mind that what she was looking at was one solid object. When Mr. Proulx heard about the explanation he could not accept it since he was in the air division of the Navy. "It was one craft and like no aircraft that I have ever seen in my life".

Another witnesses was Mr. Randy Etting a commercial airline pilot with over thirty years of experience. Mr. Etting said that the idea of the ultra light theory "is the prattling of idiots" Mr. Etting observed the lights from his home in Newtown Connecticut at about 9:45 PM. He said that there were at least eight lights of different colors flying very close together and without a sound. As the object passed his home he observed it in a pair of 7 X 35 binoculars. Mr. Etting told me that the UFO was one object and he saw some type of heat waves coming from the object which distorted the area around the lights. Mr. Etting watched the object with neighbors and his son for over ten minutes as it slowly drifted to the north west. All the witnesses agree that the UFO was one solid object and round in appearance.

The Etting party was observing the UFO while it was passing close to I-84. At this time over a dozen cars pulled over to view the UFO as it passed overhead. One witness a Charlie Tuperman described what happened that night.

"It was about 9:30 or so and I was driving East on 84 around the Southbury area when I noticed these lights ahead of me. They were low and it looked like a 747 was going to land on the highway. This thing had about ten lights in kind of a half circle and the lights were yellow, green, blue, white and red. This thing was going very slow and moving from the east to the west. All of a sudden every one on both sides of the road began slamming on their brakes and pulling over to the side. It was a dangerous thing to do since there were several trucks apparently trying the same thing. I pulled over and watched this thing

pass directly over the west bound lanes. I saw a dark mass behind the lights and there was no sound. I saw the lights of a state trooper just ahead of me and I figured he was called to see what was going on. Then all of a sudden this thing gets real bright, I mean all the lights just got ten times brighter for about ten seconds or so, then they faded to where they were before and that is about as bright as a planes wing lights. That really scared me. I wanted to get going because I thought there was some type of invasion or something, I just wanted to get home. Besides I was afraid of some trucker plowing into my car. I watched it head west and lost it . I turned on the radio for news, but didn't hear anything about any UFOs on any of the local stations".

#### Close Encounter in New Milford

At about 10:00 after the series of sightings in the I-84 area. The UFO was seen heading to the west. It was then seen in the New Milford Connecticut area by a Robert Nellis his friend Jeff and Mr. Nellis dog. They were all in Nellis car off a side road off Route 7 in the northern area of New Milford. They were driving home after a long day of boating upstate along the Connecticut river. The dog began to bark and cry and at that point Jeff looked over to the northeast to see a number of bright lights hovering over a stand of pine trees less than a quarter mile away. They stopped the car and at that time their car radio began to sound "funny" with all types of strange sounding static that interfered with the station that they were listening to.

They stopped the car and continued to watch the lights. At this moment the lights began to move slowly towards them. They were amazed at the size of the object, "larger than a football field". The dog continued to bark as the object passed over their car . Neil looked up and saw a very dark structure connecting the lights that extended toward the rear of the object. He said it was teardrop in shape and the lights in the front were in a half circle. The object was so large he said that " it covered the sky and blocked out everything overhead"

The object he said was made of some type of "dark grey material with very little reflect ability". There was no sound and they estimated that the giant UFO was no more than 500 feet above their car. The UFO then passed over their car and then shifted towards the north. They both noticed some type of flashing lights under the object that gave the impression as if something was moving. They watched the UFO slowly move away. The total duration of the sighting was ten minutes, however both men arrived home forty minutes later. This is could be a case of missing time, or the witnesses observed the object longer than they thought.

Neil would call me for several days after my interview with him since he felt "uneasy and upset" about his Close Encounter. My research team and I are still investigating this case and it seems that it may be another of the many missing time cases that are escalating in the area.

#### Photographic Proof

This UFO was so bright and large that it was only a matter of time before someone would come forward with a photograph. To our surprise we were contacted by a person of high standing in the Southbury area who took a picture of the object as it moved very slowly over I-84 at about 9:30 PM. The photographer wishes to remain anonymous since his position is very sensitive. He has a very highly trained college educated man who fears that the publicity surrounding the photograph could hurt his

career. He gave us full rights to the photograph and his sighting account providing we do not use his real name. We will refer to him as David. (This person was actually Randy Etting; B J)

David was on I-84 on Official business when he saw the lights. The lights were in the northwest and heading east. As he watched, the object tilted and all the lights got much brighter. He was pulled off the road at the time and had his camera ready. The UFO was about 45 degrees above the horizon. Due to traffic he had time to take only one picture. His camera was a 35 mm with a 50 mm lens at 1.8, the film type was Kodacolor ASA 400 and the exposure was 1/60th of a second, or 1/125.

He was not sure of the setting, but feels it was 1/60th of a second. The object then moved toward the east without a sound. During an interview with this researcher, David told me that he was sure there was a solid object behind the lights. He also said that when the object turned it looked like the lights on the sides were pulling out from the main mass, but he realized that this effect was due to the object changing position from his point of view.

What about the Photo:

Several photo-analysis experts are now looking at the photograph. Our initial study showed that the image is without a doubt hanging in the sky above the ground. Also the photograph was looked at by Dr. Willy Smith a scientist and UFO researcher of some repute. Dr. Smith's initial calculations show the object to be anywhere from 650-1600 across! We believe that this photograph is one of the best nighttime UFO pictures taken in the past twenty years. There were quite a few witnesses to the sighting over a twenty-five mile radius, all reporting the same thing. A close examination of the original negative shows that the lights are reflecting off of some type of structure in the central part of the object. Also the lights are in a perfect half circle. There is no doubt that what ever the UFO photograph represents it is one solid object. We hope to get more data on the photograph and the sightings in the weeks to come. I have taken an add in the local papers asking for videos and photographs and sighting accounts from that night.

A Rational Explanation?

What about the theory that the UFO is nothing more than Ultra lights from Candlewood airport. We questioned state police on this theory. An officer stated that they made a mistake about the airport, it wasn't Candlewood but Stormville airport. A flight instructor at Stormville later told us that there is only one Ultra light at Stormville and it only flies in the day since it is illegal for them to fly at night.

The UFO sightings in the Northeast continue. In the days to follow I received several calls from witnesses who saw formations of military helicopters in the sighting area. One witnesses took a picture of this formation. Is the government involved in the mysterious happenings over the Connecticut area? Many of the residents feel that the government is well aware of the UFO and is doing its best to play down the sightings by explaining them away.

I called nearby Bradley international airport to find out if they had any information about the sightings. I was informed by air traffic control that no formations or large aircraft were tracked on radar at that location and time.

I was also told that unless the "aircraft" have transponders (a device placed in aircraft that helps identify them on radar) in them they would not be picked up at that location at an altitude of less than 2,000

feet. I have enough witnesses in different locations at the same time observing the UFO to determine that the approximate altitude was between 1,000 and 1300 feet.

Based on this information my calculations indicate that the span of lights was at least 900 feet! Its apparent size in the sky was quite large, this is evident by the image on the 35 mm frame that takes up almost half the negative.

It is obvious from the photograph and by the witness statements that something more than ultra light aircraft was in the sky over Connecticut that night.

source:

Philip J. Imbrogno

<http://www.ufocasebook.com/bestufopictures4.html>

Jan. 9, 1986; Hartford, CT

9:00 PM. Multiple cars stopped along Interstate 84 in Hartford, Connecticut to watch a silent boomerang-shaped object, estimated to be the size of a Boeing 747, with white, red, blue and green lights as it moved low through sky, then hovered for 15 seconds before heading off to the west. The boomerang seen over Hartford and New Britain was also seen by dozens of witnesses in Torrington, Connecticut. A family reported the UFO, with 10 white lights, hovered directly over their house, engulfing their home in a brilliant white light. They were so frightened they fled to the basement.

(Sources: Larry Hatch, U computer database, case # 14294, citing Dale Goudie, CUFON; Philip J. Imbrogno, Contact of the 5th Kind, pp. 5-7).



Source: <http://www.nicap.org/chronos/1986fullrep.htm>

Sept. 6, 1986; Evansville, IN

3:30 AM. Fran Ridge: "This was not only close to home, one of the witnesses is a good friend of my son, Brian. His reputation was excellent and he now serves in air traffic control in the U.S. Air Force. I'll refer to him as 'Mr. P'." Two young men ("P", 18 & "J", 25) were sitting in a pickup truck, right in the residential part of Evansville. The primary witness relates: "I was sitting in my truck with 'J' and I heard what I thought to be a semi-truck behind us and I ignored it. I heard it again and turned to look in the street. Nothing was there and I just 'blocked' the sound (ignored it), thinking it was a jet overhead." "J" finally heard the sound as it grew louder. "P" continues, "As the sound turned into the equivalent of '20-helicopters hovering above us', he turned and screamed to me to turn around. And, as I did I saw what appeared to be a blimp, coming from behind a tree. As I looked on, it wasn't a blimp at all, but was much longer and skinnier than a blimp. 'J' thought it was an Army helicopter because it was so long. It wasn't either (one), because the object had no propellers, jets, balloons, strings, wings or any other means of staying in the air. It just floated at about 3 mph from behind a tree and then behind a house. I never saw the entire object for it was so long that it never (fully) emerged from behind the house and the tree at the same time. It had to be at least 55' in length and I'd say about 6' in total diameter." They had been looking south to southwest at first as the object floated southeast, and they viewed it for at least 15-seconds. It then turned south, and as it turned directly south it totally disappeared. When the observers saw the object at first, they ran from their truck to get a better vantage point in the street. The sky was clear. The object, when closest to them, was about 500-1500' away at tree-top level. The object's shape was somewhat cigar-shaped, with red, blue and green lites. The shape as drawn is very unusual and reminds one of the old X-15 rocket plane, with more of the stubby horizontal and vertical stabilizers and short dorsal fins on top and bottom. The object had fins in other locations, and the rear of the object was not visible, but behind a tree. (Ref. 4)

Sept. 6, 1986; Evansville, IN

Same evening as above sighting, at 7:30 PM. Three observers riding in a car on the east side of town observed four extremely brilliant red lights. "We were awe-stricken at their brilliance." They were in sight for about 15-seconds, flying in tight formation. "There was no object other than the lights that we could see." Later in the report they stated, "They were traveling in a rectangular formation and descending when we first saw them. They were traveling from northeast to southwest. Just above the treeline they made a sharp (tight) turn to the right changing their direction of travel to the northeast and appeared to be ascending (45-degree) at great speed. As they made the turn there appeared a short burst of black smoke of very light density." (Ref. 4)

1 FAA PRESS CONFERENCE

MARCH 5, 1987

JAL FLT 1628

4.7.95

J. Glen Harper  
attorney at law  
12011 Shore Circle  
Anchorage, Alaska 99515  
(907) 344-9140

*Just advised Glen that  
this was too old to publish  
when they met in Seattle, WA  
2/7/95*

April 3, 1995

Walter Andrus, Jr.  
MUFON  
103 Oldtowne Road  
Sequin, Texas 78155-4099

Dear Mr. Walt:

Enclosed is a final draft of an article that I had previously circulated for comment to you, Norm Mark (MUFON Alaska Director), the FAA, and Dr. Richard Haines. Norm suggested many changes which I have incorporated. The FAA sent a letter saying no one there was able to comment. Dr. Haines sent a letter regarding his personal involvement with this case and apparently helped Captain Terauchi regain flying status with JAL. I have included his new material in the article, page 7.

I am submitting the article to be included in MUFON's case files, or for publication in the MUFON UFO Journal, or I would even enjoy doing a 5 minute presentation at the MUFON annual meeting in Seattle this year, and have it included in the Symposium Proceedings, if possible. I would point out that no article has appeared in a MUFON publication from this neck of the woods, and of course, we in Alaska would like to become a more visible part of this great organization by having this article appear. If you would prefer a shorter article, I would be happy to edit it. In addition, further research has discovered that Dr. Bruce Maccabee wrote an article for the International UFO Reporter, (The Fantastic Flight of JAL 1628) in the March/April 1987 issue (pg. 4-23).

In regard to the pictures attached to the article, I can redraw these on white paper with ink if that would be helpful to making them more suitable for publication. I am looking forward to hearing from you.

Sincerely,

*J. Glen Harper*  
J. Glen Harper

## ALASKA UFO MOTHERSHIP REVISITED

April 3, 1995

By: J. Glen Harper, MUFON Section Director, Anchorage, Alaska

From his Japanese Air Line (JAL) 747 cargo plane, Captain Kenju Terauchi suddenly spots a large bright light very near and almost directly in his flight path; FAA--Terauchi interview, pg. 3. Stunned, he looks very carefully at the object because of the high risk of collision. His speed is .84 Mach: 565 statute miles (s.m.) per hour--a mile every 6.4 seconds, 905 kilometer per hour (km) or 492 knots--nautical miles (n.m.) per hour. He is at flight level 350, 35,000 feet, or 10,600 meters above Mean Sea Level, MSL, assuming standard atmospheric pressure; Terauchi, Personal Statement, pg. 6. He has just crossed into the northeast corner of Alaska from the frozen Beaufort sea, heading toward Anchorage.

It is November 17, 1986; 6:10 p.m., Alaska Standard Time. In front, the sun dips into the western horizon painting the sky with a thin red strip. Dusk forms ahead. Behind, it is ink black, except for a full moon shining directly behind and below on the far horizon over Greenland.

JAL flight 1628 holds a full cargo of expensive French red wine. It is enroute from Paris to Tokyo, with necessary fuel stops in Iceland and another in Anchorage, Alaska. Terauchi boarded the plane before dawn in Iceland with the two other members of the flight crew: First officer/copilot Takanori Tamefuji and flight engineer Yoshio Tsukuba. The takeoff weight from Iceland was maximum at 770,000 lbs (350,000 kilograms). They had room for no excess fuel. They have been in the air about four hours. Fuel level is low. All three now see the unexpected light ahead.

As they watch, the light gradually becomes two separate lights. As Terauchi looks closer, each light takes the shape of a cylinder, as long as it is wide. (see Drawing A) Each cylinder has three sections. Two sections consist of multiple rows and columns, with rows of about five or six white spot lights, like stadium lights. In the center is a dark section of amber like embers, like coals from a fire, glowing and changing. This section separates the two other sections. The two cylinders appear identical to each other, and are about the size of a DC-8 aircraft (about 1/2 the size of a 747). The two now fly in formation. The sky is clear. There are only thin wispy clouds on the hills far below (25,000 feet, 7600 meters, or 5 miles below). The lights began swaying like a swing, back and forth in formation, "like two bear cubs playing with each other;" Terauchi's personal statement, pg. 8. Terauchi asks the flight engineer to bring forward his camera bag. But, because of the dim light outside, Terauchi can not get a good snapshot. The lights in the cockpit are dimmed to make sure they are not seeing a reflection off the

windshield. They still do not know what it is. The lights are still in front of them several miles, now going in their direction. On the onboard color radar, Terauchi sees a target for the object 7 to 8 miles (12 km) ahead. Confusingly, the target appears green instead of red--the color that should register for large solid targets which are this close to the 747.

Both pilots watch the lights for six or seven minutes before copilot Tamefuji calls the Anchorage Air Route Traffic Control Center (ARTCC) on the radio. He asks if there is any other reported traffic near the 747. ARTCC at first says there is no reported traffic and no other craft near the 747, then:

ARTCC

Japan Air 1628....I'm picking up a hit on radar five miles in trail of your six o'clock position [directly behind the 747]

Then, the Air Force Regional Operations Command Center (ROCC) is asked by ARTCC by radio (in this transcript) if they see any other aircraft (a/k/a target, primary, surge, return or traffic) on their radar screen near the 747, which is now 40 miles south of Fort Yukon, a village 146 s.m., 127 n.m. or 234 km north (magnetic) of Fairbanks.

ROCC

....It looks like I am getting some surge, primary return...I don't know if it's erroneous or whatever...

ARTCC

Negative, uhuh, it's not erroneous. I want you (ROCC) to keep a good track on there, and if you pick up a code, [sic] and verify that you do not have any aircraft operating in that area....

ROCC

That is affirm. We [military] do not have anybody up there right now....

ARTCC

Okay...I'm picking up a primary...right in front of [the 747] 50 miles south of [Fort Yukon].

ROCC

Okay, I've got him about his-ah, oh-it looks like about, ah, ten o'clock [60 degrees left-front of the 747], at about that range, yes. [several miles in front of the 747]

ARTCC

Alright keep an eye on that, and ah-see if-ah, any other military in that area.

Then, the lights move to the rear of the 747 as it flies over Fairbanks. At this point, the 747 requests permission (since it is on an ARTCC controlled IFR flight) to take evasive action, even though very low on fuel. ARTCC says okay. The 747 makes a turn and drops 4000 feet (1220 meters) to 31,000 feet (9500 meters) MSL

to see if the lights follow. They do. Then, ARTCC requests the 747 to take additional evasive action.

ARTCC

Japan Air 1628...request you to make a right turn, 360 degrees [a complete circle]...and advise me what your traffic does then.

ROCC

This is [ROCC] again. On some other equipment here we have confirmed [emphasis not in original] there is a flight size of two around [the 747].

ARTCC

Okay, where is--is he following him?

ROCC

It looks like he is, yes.

ARTCC

Japan Air 1628. Sir, the military radar advises they do have a primary target in trail of you at this time.

Okay (ROCC), do you have anybody you can scramble up there.

ROCC

I'll tell you what, we're gonna talk to your liaison sir about that.

ARTCC

Japan Air 1628 heavy. Military radar advises they are picking up intermittent primary target behind you in-trail. In-trail, I say again.

ROCC

Ah-I'm gonna talk to my other radar man here...he's got some other equipment watching this aircraft.

ARTCC

Roger sir, Would you (JAL 1628) like our military to scramble on the traffic?

JAL 1628

Negative, negative.

Captain Terauchi refuses the scramble because he worries about the safety of the 747 in that situation, and he does not feel it is an imminent threat at that time; personal statement, pg. 4.

The above are excerpts from the live transcript of the radio communications at the time of the sighting. In fairness, there were a number of radio transmissions during this time period (30 minutes) where controllers could not find the other target on their radar, or having once found the target, intermittently lost it.

When he does the 360 degree turn near Fairbanks, Terauchi catches a glimpse of the craft following the 747, which now appears different than before: It now appears to be two bright lights, 1000 feet apart, with a silhouette of a walnut or saturn shaped "mothership" in between which is as large as "two aircraft carriers." See Drawing "B". Note, the small 747 drawn under the right side of the larger object.

After the 360 degree turn, Terauchi immediately requests a flight path directly to Anchorage because of low fuel. The "mothership" disappears 10 minutes later, in the vicinity of Mt. McKinley/Mt. Denali. After the 747 passes Mt. McKinley, two other aircraft enroute from Anchorage to Fairbanks are asked to look for the object by ARTCC. Both say the object is not in sight. JAL 1628 lands safely in Anchorage 25 minutes later.

This story was carried in dozens of newspaper and magazine articles during the next several months. (See end note for partial list of 57) The FAA did an investigation that included recorded interviews with the crew, written statements from the crew and controllers, accumulation of radar data, transcription of the original live radio communications, and an analysis of the radar images. This together with other correspondence in the FAA file totals about 1000 pages. It is all now located at the National Archives in Anchorage, Alaska. The FAA interviews of the crew members were conducted in a courteous and professional manner with no attempt to intimidate them. An FAA Inspection and Surveillance Record states James Derry interviewed the crew immediately after the flight landed, and that they "were shock up but professional." In another report the FAA investigator who questioned the crew concluded that the crew were rational and professional and showed no evidence of drug or alcohol use. Terauchi was a 47 year old pilot with 20 years of experience at that time. There was difficulty in transcribing the interviews because the crew often spoke in Japanese and an interpreter at times translated both questions and responses. The FAA had the radar image data reviewed by the FAA's Technical Center in Atlantic City, N.J., using "identical" equipment. They determined that a second radar target near the 747 at the time of the reported sightings was not another aircraft but rather a split radar image from the 747. Apparently, this is the FAA's official explanation of what their controllers saw on their radar screen.

A more critical look, however, reveals that the FAA's official story can not and does not adequately explain the radar images seen by the controllers as reported on the live transcript. Here is the FAA's explanation, from a March 5, 1987 official release by Paul Steucke of the FAA Public Affairs office in Anchorage:

Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the [sic] November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target". [sic]

This electronic phenomena [sic] is not unusual according to Steucke who said, "It is unfortunate that

the uncorrelated target phenomena [sic] occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you [sic] have a Captain that is reporting "other traffic" [sic] in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday [sic] morning quarterbacking" [sic] with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena [sic].

FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location. [See drawing "C"]

This explanation implies that the controllers did not see a "real" target and therefore, the flight crew must have also been mistaken about what they saw. The problem with this official explanation is that it does not account for what the controllers reported seeing as stated in the live transcript. This is why: The official FAA explanation can only account for two targets that were within a quarter mile of each other (one radar cell apart) and only if in the same line or flight path, because the two radar signals, originating from the same target, must necessarily follow each other, since they are coming from the same moving source but with a slight timing difference. That is, the timing difference between the reception of the primary and the secondary signals while the plane is crossing from one radar cell to another is the only way an uncorrelated signal occurs.

But, in the live transcript, the controllers are talking about seeing the other target in locations more than 1/4 mile away from the 747. In one instance, the controller is talking about seeing the other target five miles or more from the 747 ("five miles in trail"), or out to the side ("ten o'clock position"); in another instance it was reported several miles from the 747 (50 miles south of Fort Yukon, when the 747 was 40 miles south of Fort Yukon just earlier). In another instance, the controllers report a flight size of two around the 747, which means a total of three targets, which cannot be accounted for by the split radar image, which can only yield two targets. Also, note above that the controllers say



they are picking up another "primary" target near the 747; they never talk about picking up another secondary (transponder) target. To restate, the primary target is the ground radar signal bouncing off an aircraft and returning to the ground receiver; it is not a transponder code coming in. This means that whatever was up there did not have an active transponder in it, which is required by FAA regulations for civilian aircraft at that altitude. The ROCC states clearly that no military craft are in the area. This fact tends to eliminate another airplane, either civil or military, as an explanation for these unexplained signals.

This is not to say controllers did not see "uncorrelated radar signals", which is a common phenomenon when dealing with a plane going 565 miles per hour and where the ground radar is located several hundred miles away. The controllers probably did see them. This is so because the plane advances into a new radar cell (1/4 mile increments) every 1.6 seconds, while the FAA radar does a sweep (updates the position of the plane by taking a new radar reading) approximately every three seconds. Rather, the live transcript confirms that the controllers saw something either separate from or in addition to these very common split returns. Furthermore, controllers are trained to recognize these split images, so that it is doubtful that this type of error actually occurred in this instance, especially by 3 or 4 different controllers.

The fact that the UFO appears intermittently and finally disappears is consistent with stealth technology, which is reported in many other UFO reports. Stealth technology means that the craft can hide itself or "cloak" itself from radar. In new conventional aircraft, stealth is achieved by making a craft out of something other than ferrous metals and by making the craft in a shape where there are no sharp angles formed by the body which will catch the radar wave and bounce it back toward the ground radar receiver. Modern stealth crafts, like the F-117A and the B-2, are built using these principles: They are made of composites (non-metals, such as Kevlar, Boron Fibers, and others) and have minimal sharp angles. A round object, a cylinder, a cigar shaped object, or a Saturn shaped disk would seem to have a shape consistent with known stealth technology.

According to an article in the Anchorage Daily News by Hal Bernton on January 6, 1987, Dr. Richard Haines, a NASA scientist at that time, working for the Ames Research Center in California said this: In the past 20 years, more than 3000 sightings of UFO's have been reported by pilots. The sightings are reported by military, civilian and commercial pilots who fly both national and international routes. Dr. Haines has done extensive studies of these 3000 pilot reports. See: Haines, R. F. "Fifty-Six Aircraft Pilot Sightings Involving Electromagnetic Effects", MUFON Symposium Proceedings 1992, pg 102; and, Haines, R. F. "Insights of Studying Groups of UFO's", MUFON Symposium Proceedings 1994, pg 154. It is

believed that these 3000 reports are only a small percentage of actual pilot sightings. Pilots do not report sightings because of the fear of ridicule, transfer, breach of military regulation, or losing a job. Terauchi, who had lived in Anchorage and owned a home in Anchorage for years, was not permitted to fly for JAL, according to the Chief Medical Officer for JAL in a statement to Dr. Haines. Dr. Haines told this medical officer that in his opinion Captain Terauchi was indeed a very good pilot: "He kept his airplane in control at all times, he followed all required procedures, he actually reported the event, and he delivered his cargo (wine from France) to his intended destination."

Dr. Haines was informed that the main reason for terminating Terauchi's flying status was something to the effect "we don't think that pilots who experience such hallucinations should be flying." Dr. Haines pointed out to the medical officer that he had not only personally interviewed Captain Terauchi but had studied many similar cases involving very large and unusually shaped aerial phenomena/objects flying at high altitude. Then, the Chief Medical Officer simply said that he would be pleased to receive any documentation of these things. Dr. Haines later mailed a rather thick package of information from his research files to JAL. Eight months later Dr. Haines learned that Captain Terauchi was returned to flying status. Dr. Haines said, "I was glad that my research might have helped someone else in a difficult situation." (Dr. Haines, personal communication)

The military, in this FAA file and as reported in newspaper articles, says it believes the secondary radar images were "clutter", and therefore, it is not interested in further investigating. In the past, the military often cites the 1968 Condon Report or 1969 Project Blue Book conclusion that UFO's do not exist as justification for not investigating further. This response by the military has become so predictable that it hardly needs any comment here. For example, there are numerous UFO reports where military jets are in hot pursuit of a UFO but the official explanation is always: we are not interested. For example, see: Maccabee, B. "Gulf Breeze UFO Photo Analyzed," MUFON UFO Journal, June 1994, pg. 3, wherein an F-15 and a UFO are photographed together over Gulf Breeze, Florida, by Ed Walters in January of 1994.

#### CONCLUSION

1) Captain Terauchi and the two other crew members all saw unexplained lights. They were seen many times during a half an hour. The 747 took evasive action while low on fuel in order to try to escape from the UFO. The FAA states that these men were all considered reliable, professional and showed no evidence of drug or alcohol use; they were, however, "shook up", which is consistent with an actual UFO incident. 2) The controllers, both ARTCC and ROCC, did see primary radar returns which were separated several miles from, or offset out of the flight path of, the JAL 747.

These returns could not be "uncorrelated primary and beacon (secondary) radar images" according to the FAA's own description of this phenomenon. The UFOs seen by Terauchi and his flight crew therefore were confirmed by radar. 3) These UFOs have cloaking ability, not only from radar but apparently from the naked eye. It can be inferred from this cloaking ability that these UFOs are more sophisticated than our conventional aircraft. 4) Although the military officially said the UFO image was "clutter" and therefore, it was not interested in investigating this sighting further, it appears to have considered doing a "scramble" on the object at the time. This response, of course, is the standard inconsistency supplied by the military in almost all UFO cases where they are involved. Furthermore, the military (ROCC) in the live transcript states that "on some other equipment here we have confirmed there is a flight size of two around" the 747. The transcript does not say what this other equipment is, but whatever it is the UFO's existence is not in doubt as measured by that equipment. In sum, this case presents substantial reliable eyewitness evidence and corroboration by reliable and trustworthy independent radar controllers. The original live transcript here is more reliable evidence of what actually happened than subsequent "official stories" because there is no opportunity and no motive to tell it other than the way it was.

## FLIGHT TO REMEMBER: Veteran JAL pilot recounts sighting of

Continued from Page A-1

after that first sighting of lights are some of the most bizarre in Alaska aviation history. Since first becoming public in late December, the reports have transformed this soft-spoken, 47-year-old, Anchorage-based pilot into an international celebrity, interviewed by People magazine, Tokyo television and more than a dozen other national and international publications.

Terauchi has lived quietly in a comfortable house in Anchorage, his base for the last three years. He spends several weeks a month flying polar routes between Europe and Alaska. During his time off, he enjoys fishing for red and silver salmon.

This week, Terauchi is home again. His phone rings often with reporters eager to hear about his strange November flight.

Terauchi has an impressive list of professional credentials to lend weight to his rather incredible tale. He has 29 years flying experience. He says he hasn't often navigated the Iceland-Greenland-Anchorage route, but he has routinely flown other trans-polar routes.

Until November, Terauchi says, he never believed in UFOs. Now, he does. He thinks they're sent by visitors from outer space. In fact, last Sunday, Terauchi again reported mysterious lights of a spaceship during a flight to Anchorage.

This time, however, he admits he made a mistake. He now concedes that there was a more terrestrial explanation to what he saw. He agrees with Federal Aviation Administration officials who

speculated that the second sightings were the lights of villages reflected off ice crystals in the atmosphere.

But Terauchi remains convinced that the lights he saw in November were spaceships of some unknown, extra-terrestrial origin. In interview after interview, he methodically makes his case, charting the events of the sighting on flight maps of the arctic sky.

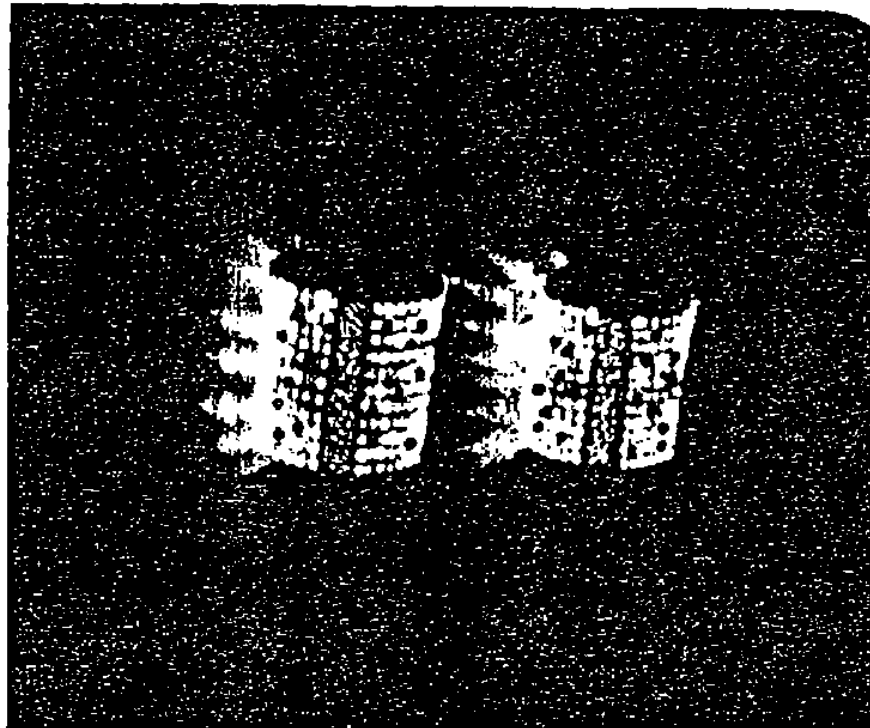
One day, he's convinced someone else will see the crafts, and his account will take on new meaning. "I think we have to keep this record...."

Terauchi's encounter began with his sighting of the two belts of amber lights. To check them out, he radioed Anchorage air traffic controllers. The controllers replied that no military or civilian flights were in the vicinity.

The two belts of light continued to dance in front of the plane. Terauchi grabbed for his camera, but realized that taking a picture would be futile because there was not enough light to expose the film properly.

Five minutes after the lights first appeared in front of the plane, they suddenly moved farther out ahead of the plane, he said. He could then make out the shapes of the crafts — cylinders wrapped in lateral lines of light that extended from a darker center. The lines appeared to be exhaust outlets, and they alternately pulsated light from the two sides of the cylinder. They appeared to be controlled by computers, he said. As the two objects reversed direction, the exhaust lights appeared to flare brighter.

Copilot Tamefumi, in a separate interview, also reported



Above is an illustration based on a description Japan Air Lines pilot Kenji Terauchi provided illustrator William Hays. It shows two smaller craft Terauchi says hovered in front of the cockpit window of his 747 cargo plane on Nov. 17. At a distance they appeared rectangular and, as they moved closer, square (as shown here). He described the lights as pulsating in the direction of the darker panel in the middle, which he said said resembled black charcoal dotted with glowing orange embers.

seeing the two strange lights. "I saw several lights in front of us, and then I couldn't see them, and the captain told me they were on the left-hand side," he said.

After about 15 minutes, the first two lights disappeared, Terauchi said. Then, on his left, he saw a big band of

glowing white light, similar to the light emitted by a fluorescent bulb. He turned on his weather radar and tuned it to a 20-mile radius. At eight miles, on the left side of the screen, the radar showed a tiny ball.

Terauchi radioed the FAA flight control center in An-

chorage. Three controllers monitoring radar saw what they thought was an object at about the same reference point on their monitor, according to Sam Rich, an air traffic controller, and Paul Steucke, an FAA spokesman.

Steucke, however, said subsequent examination of the

controlling thought. As the Fairbanks, Alaska, city gave Terauchi a view of the new view, he says the band of light was a huge walnut-shaped object that appeared to be twice the size of an aircraft carrier.

As the lights of the city faded, Terauchi again could see only the white band of light. To try to lose the object, he got permission from a controller to descend from 35,000 to 31,500 feet. The object descended "in formation," he said.

Then Terauchi, after consulting with the controllers, made two 45-degree turns to the right, then completed a 360-degree turn. The object remained in view.

As the JAL plane flew past Mount McKinley, controllers asked a Fairbanks-bound United Airlines flight to try to confirm the sighting. The United plane veered off to follow the JAL flight path at a lower altitude.

Just before the two planes passed one another, the white light disappeared.

"It was like a dream. Unbelievable," Terauchi said.

Mulling things over in the living room of his Anchorage home, Terauchi postulates that whatever he saw was friendly. "I can't understand the technology, but it was not dangerous. It was completely controlled."

If he sees the objects again, he's ready to try communicating. Perhaps four blinks of the wing lights, then two more.

In Morse code, he says, that's "HI."

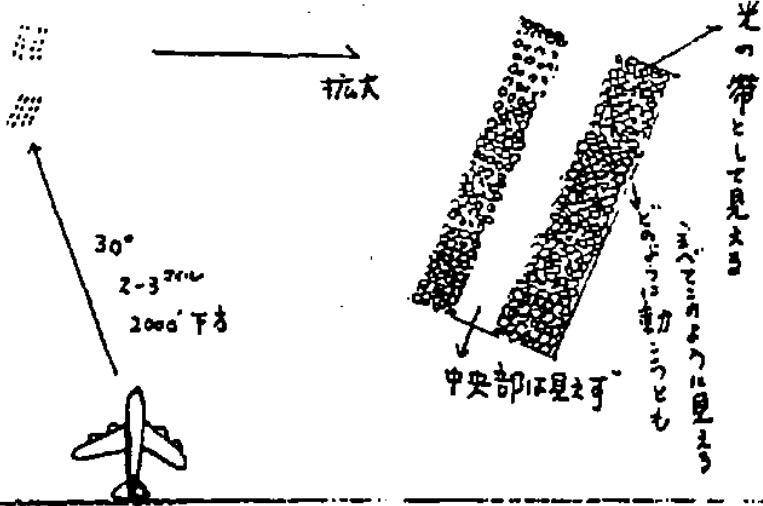


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DRAWINGS "B"  
 BY CAPTAIN TERAUCHI

最初に灯火を見

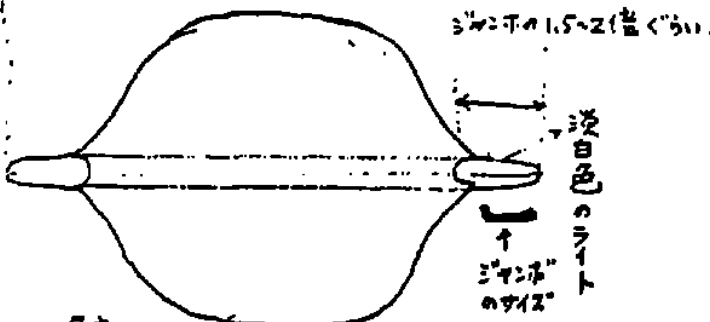
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 長方形のスタイルをしてる



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 母船のシルエット

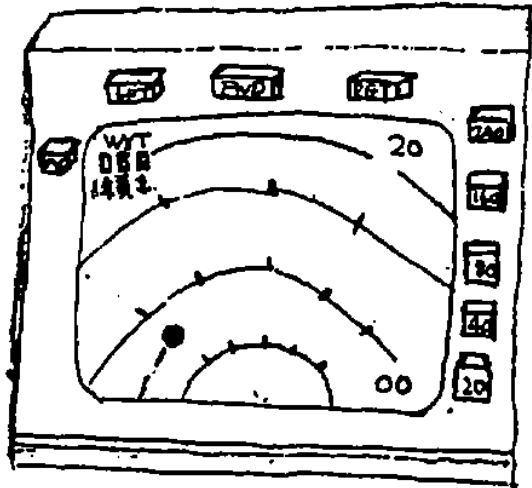
航空母艦艦首のサイズ

淡色のライト



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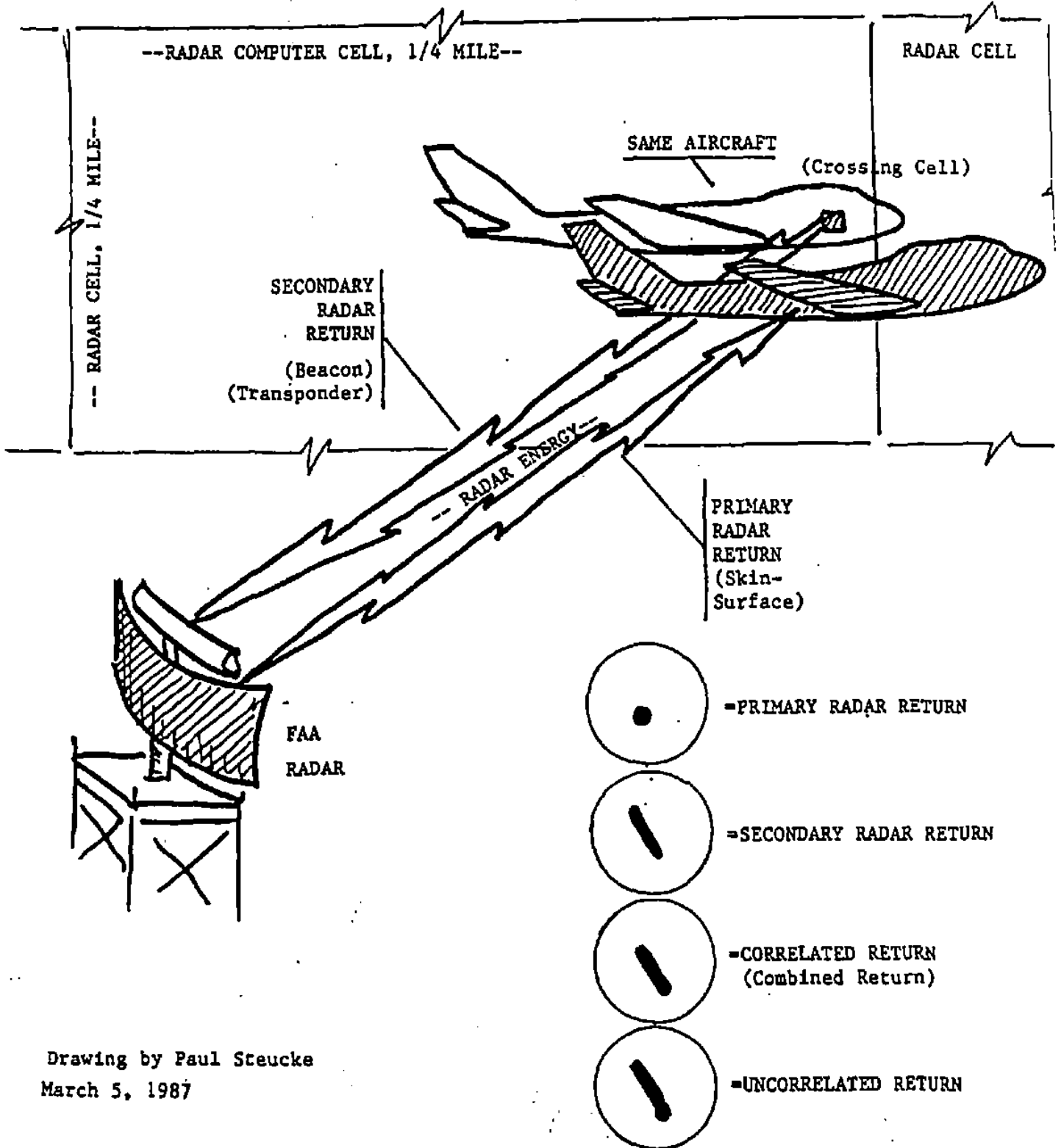


レンジ 20 マイル  
 フォルト 0°  
 7.8 マイルに  
 ターゲット  
 緑色の円

UNCORRELATED RADAR SIGNALS

DRAWING "C"

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke  
 March 5, 1987

April 15, 1987

Articles sent along with request for material on UFO sighting of JAL #1628, November 17, 1986, Alaska:

NEWSPAPERS:

Washington Post.....	1
San Francisco Chronicle.....	7
Statesman-Journal, Salem, Oregon.....	2
Fresno Bee.....	1
The Sacramento Bee.....	1
New York Daily News.....	1
The Seattle Times.....	1
Newsday.....	4
Los Angeles Herald Examiner.....	4
The Charlotte Observer, NC.....	1
The Dallas Morning News.....	2
Chicago Tribune.....	2
Knoxville New-Sentinel.....	1
Seattle Post-Intelligencer.....	1
Indy News, Indiana.....	1
New York City Tribune.....	1
Daily Record, Northwest, N.J.....	1
The Press, Atlantic City, N.J.....	1

TOTAL 33

Cities/states articles came from (do not have name of paper):

Bakersfield, California.....	1
Las Vegas, Nevada.....	1
Rhode Island.....	1
New York.....	1
Los Angeles, California.....	45
Salem, Oregon.....	1
Mesa, Arizona.....	1
Long Beach, California.....	1
Atlanta, Georgia.....	1
San Francisco, California.....	1

TOTAL 18 14

Five (5) articles with no name of newspaper or the city/state where they came from

GRAND TOTAL 51 52



March 15, 1988

Dear *Walt,*

For your edification, I have enclosed copies of a partial exchange of correspondence between myself and S&T relating to the JAL case. The paperwork that my original letter and Bruce's followup generated from S&T is nothing short of unbelievable! It was hardly worth their effort. Apparently, the magazine will go to great lengths in order to accommodate their letter-writers --even if it means emasculating the letter.

I had given up a long time ago and wish they had simply decided not to print my letter at all. You can see that I mailed in the original eight months ago!

Mr. Schmidt's response really hit the nail squarely on the head, don't you think?

*Walt Webb*

cc: Walt Andrus  
Bruce Maccabee  
Dennis Stacy  
Dave Webb



March 1, 1958

127 Bateman St.  
Pittsburgh, Pa. 15209

Dear Mr. Webb -

Bravo for your letter in March 58 S&T - P138. As a researcher of this incredible phenomenon since the early fifties I couldn't help but share your dismay regarding the Editor's note - and I'm sure you are indeed dismayed?! Of one thing we can be certain - the editor shares Klass' review as published in the *Skeptical Inquirer*. What lengths some men will go to protecting the phenomenon - and indeed, they are doing just that!

Ever see a 'pro'-UFO spokespersons view in print as regards a public inquiry? Not to be. Donald Menzel's passing required a solid anti-UFO spokesperson to replace him. Enter Klass - and what a truly Klass act. The government raised him from the mentally dead soon as the A.F. "supposedly" became mute in the late 60s. Sagan was teetering a bit too far to the pro side from his fulcrum point on the fence, and his infatuation with worldwide nuclear disaster has all but finished him in government circles. We must live with Uncle Phil until he expires.

There isn't a soul on the face of this planet who could possibly sell me on the premise that Klass is an honest individual. Nobody could possibly pass over so much carefully reported data and arrive at such 'canned' derivations. Something dreadfully serious is, and has been, interacting with mankind for centuries, and up to this point there's been an overlay of astonishing refute regarding this mystery. The very individuals who should be studying this phenomenon with relentless openmindedness are the very ones who are insulting our intelligence on a daily basis.

This new clan of skeptics comprises the new control group. They are designed to keep all the sheep status quo.

Venus and Jupiter are pairing up nicely next week and Mars will be making a fine entry into the evening skies within the next four months. Thank heavens for these - otherwise, Klass would have to invent something drastic to replace them with to explain the forthcoming sightings. Again, BRAVO!

Yours, in astronomy  
Bob Schmidt

print  
m/w/s  
3/19/58

## LETTERS

Kaufmann's *Universe*, which we publish with a list price of \$34.95, actually costs the student less than many of the other books that are net priced in the table.

ROD E. GAUVIN  
W. H. Freeman and Co.  
41 Madison Ave.  
New York, N. Y. 10010

### Refractors for Research?

I enjoyed Roger W. Sinnott's article, "The Wandering Stars of Allegheny," in the October, 1987, issue. The beautiful instrument pictured on the cover stands in stark contrast to the sad state of the 18½-inch Clark refractor at Northwestern University's Dearborn Observatory.

I saw the historic Dearborn refractor late last fall during an evening session for the public. The instrument has been sadly neglected in favor of the university's 16- and 40-inch reflectors at the Lindheimer Astronomical Research Center several hundred yards away.

It appeared from a glance through the logbook that the refractor hasn't been used for years, except at Friday night public sessions. Yet it contains the very lens with which Alvan G. Clark first saw the companion to Sirius in 1862. In the decades after the Civil War, such skilled observers as S. W. Burnham, G. W. Hough, and Philip Fox exploited the telescope's exceptional suitability for double star work.

Perhaps the 18½-inch lens is no longer of adequate quality — I don't know. Otherwise, it's a real shame not to use such a resource. There may be some types of research for which the Dearborn refractor is even better suited than a modern reflector.

M. MICHAEL DORR  
531 E. Carpenter Dr.  
Palatine, Ill. 60067

### Domed Duo

I read Stephen J. O'Meara's article on the lunar Straight Wall with interest and very much enjoyed his drawings (*S&T*: June, 1987, page 639). However, he apparently overlooked two interesting lunar domes (possible volcanic mounds) north of the rille Birt 1. They are difficult to see unless observed very near the terminator, but I have spotted them with an 8-inch f/6 reflector.

Those with smaller instruments should know that I also drew this region in 1967



Lunar domes have long challenged visual observers. The two arrowed here are at the north end of the rille Birt 1, near the Straight Wall. This photograph, from Zdenek Kopal's *Photographic Atlas of the Moon*, was taken with the 24-inch refractor of Pic du Midi Observatory.

using a 4¼-inch f/10 Newtonian. Although I didn't notice the rille, I sketched an oval area at the correct position of the domes.

The new lunar dome survey of the Association of Lunar and Planetary Observers is continuing with success. Any observers interested in the program should write to me.

JAMES H. PHILLIPS, M.D.  
65 Gibbes St.  
Charleston, S. C. 29401

### Canadian Comets

The space missions to Halley's comet in 1986 unexpectedly enabled me to appreciate a local seasonal phenomenon that is universally regarded with disgust.

Here in Canada's capital region more than 80 inches of snow falls each winter. What lands on the roads is scraped up and trucked to dumps where small mountains of snow are created. As the Sun melts and evaporates the top layers, road dirt is left behind to form a darkened crust. The black hills far outlast the winter, usually surviving well into June.

The analogy to a comet nucleus is obvious. This realization has transformed an eyesore into an object of curiosity. The snow dumps may not have made it into the tourist guides, but those who would

have liked a closer look at Comet Halley might visit Ottawa during the Festival of Spring to see the next best thing!

RANDALL J. OSCZEVSKI  
22 Foothills Dr.  
Nepean, Ontario K2H 6K3  
Canada

### A Rush to Judgment?

Philip Klass has claimed that the pilots who sighted the Japan Air Lines UFO were staring at Jupiter (June issue, page 603). He made this conclusion on the basis of a cursory analysis of the available data. A more detailed study, including a close examination of the recorded communications between the crew and air traffic controllers, appears in the March/April, 1987, issue of the *International UFO Reporter*. There Bruce Maccabee cites evidence refuting Klass's assertion that the UFO was a celestial body.

WALTER N. WEBB  
Charles Hayden Planetarium  
Museum of Science  
Boston, Mass. 02114

EDITOR'S NOTE: Klass published a second report on the JAL incident in the Summer, 1987, *Skeptical Inquirer*. He still maintains that the pilots saw Jupiter, not a UFO.

### Sorry, Wrong Number

I think the computer-aided telescope, or CAT, is great (November issue, page 484). I was surprised, however, to read that someone "might spend 10 minutes star-hopping" to find the galaxy NGC 891. This beautiful edge-on spiral is due east of Gamma Andromedae. If you center Gamma in the low-power eyepiece of an equatorially mounted telescope and sweep eastward in right ascension about 19<sup>m</sup>, NGC 891 will be in your field of view. If your mounting is well aligned on the celestial pole, you can also sweep 1<sup>h</sup> 22<sup>m</sup> west of Gamma to NGC 7662, a really nice planetary nebula.

Two years ago I used *Revue des Constellations* by Robert Sagot and Jean Texereau to compile a list of interesting astronomical objects that lie within 20 arc minutes of a sweep line in any of the four cardinal directions from a 4th-magnitude or brighter star. These include NGC 7009, the Saturn nebula (5<sup>m</sup> west of Nu Aquarii); NGC 6826, the Blinking planetary (5½° north of Delta Cygni); M33,

received 7-10-92

Robert A. Esposito  
6311 DeBarr Road #427  
Anchorage, Alaska 99504-1799

July 7, 1992

Mr. Walter H. Andrus, Jr.  
Mutual UFO Network, Inc.  
103 Oldtowne Road  
Seguin, Texas 78155-4099

Dear Walt,

I have located a source for a map of Alaska's boroughs for you. I expect to obtain the chart and ship it to you by this week's end.

As a computer programmer at Anchorage Center, I was not personally involved with, nor do I have direct knowledge of, the Japan Air Lines flight that reported the UFO sighting on November 17, 1986. However, my friend, Carl E. Henley, was the air traffic controller on duty at the sector where and when the incident occurred. He was in radio contact with the pilot when the pilot reported the anomaly. I spoke with Carl today about your interest in those events and he gave me permission to submit his name to you as a primary information source. His telephone number is **907-552-4418**. His current address is

Carl E. Henley  
Federal Aviation Administration  
Systems Management Branch, AAL-535  
222 West 7th Avenue  
Anchorage, Alaska 99513-7587.

I hope this information will prove useful. Please let me know if I can be of further service.

Warm regards as usual,

*Bob*

October 15, 1987

Walter N. Webb  
Charles Hayden Planetarium  
Museum of Science  
Boston, MA 02114

Dear Mr. Webb:

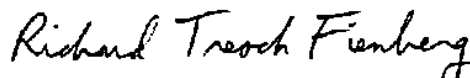
Jerome Clark has sent me the March/April, 1987, issue of the INTERNATIONAL UFO REPORTER with Bruce Maccabee's analysis of last year's JAL UFO sighting. What is one to make of a situation where two researchers (the other being Philip Klass) draw opposite conclusions from the same data? I have a suggestion that I hope will satisfy all concerned and lay this matter to rest, at least as far as SKY & TELESCOPE is concerned.

I am willing to run a VERY brief letter over your signature stating that Klass's analysis doesn't tell the whole story and that a conflicting analysis can be found in the INT'L. UFO REPORTER. I propose to avoid any mention of the details other than to say that the latter article cites evidence refuting Klass's claim that the UFO had an astronomical origin. Under your letter I'd run an even briefer "Editor's Note" indicating that Klass has published his revised analysis in the Summer, 1987, issue of THE SKEPTICAL INQUIRER. I'd suggest readers go directly to these sources to make up their own minds about the best explanation of the incident. } Omitted!  
(ww)

If that sounds OK to you, I can distill the letter from your original dated July 15th. Or, if you'd prefer, you can write me a new letter. In any case, please let me know if this strikes you as a fair way to handle the matter.

Incidentally, friends tell me the Hayden Planetarium renovations are terrific. I've finally joined the Museum of Science after living here 8 years, and I look forward to visiting the planetarium again in the near future to see the improvements for myself.

Sincerely yours,



Richard Tresch Fienberg  
Assistant Editor

10706 Meadowhill Rd.  
Silver Spring, Md 20901  
Sept. 3, 1987

Richard T. Fienberg, Ass't Editor  
Sky and Telescope Magazine  
Sky Publishing  
Box 9102  
Cambridge, Mass. 02238-9102

Dear Mr. Fienberg:

I was disappointed to learn from Walter Webb of the Hayden Planetarium in Boston that you have decided not to publish his letter to you disputing the claim by Philip Klass that the Japan Air Lines sighting could be explained, at least in part as a misidentification of the planet, Jupiter. (re: your NEWS NOTES of June, 1987, Webb's letter to you of July 15, and yours to Webb of July 30.)

Mr. Klass was not very careful in his analysis of the FAA data and his CSICOP publication is somewhat misleading. My own analysis of the FAA data disagrees with his. I was able to obtain through non-FAA sources further FAA data which establish the flight path of the JAL. My analysis is based on the tape recording of the conversations between the airplane and the air traffic controllers, the testimony of the crew and the other material. A brief summary of the results of my analysis is contained within the enclosed "comments" Klass' explanation. I have asked the Center for UFO Studies to send you a copy of my complete analysis, which provides the most complete history of the sighting available. As you will see, there is clear evidence against Mr. Klass' Jupiter explanation.

Perhaps after reading the enclosed brief analysis of Klass' explanations and the much larger article in the IUR you will reconsider your decision not to publish Mr. Webb's letter.

Sincerely,

*Bruce Maccabee*  
Bruce Maccabee

cc: W. Webb, C.H. Planetarium  
J. Clark, IUR/CUFDS

# Sky & Telescope



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Cable: SKYTEL Boston

August 10, 1987

Walter N. Webb  
Charles Hayden Planetarium  
Museum of Science  
Boston, MA 02114

Dear Mr. Webb:

I have at last received the Summer '87 SKEPTICAL INQUIRER containing Philip Klass's updated analysis of last year's JAL UFO incident, which was the subject of your letter of July 15th. After having spoken with Mr. Klass and read his latest article, I have concluded that SKY & TELESCOPE did not err in its June News Note reporting the astronomical origin of the UFO.

It's true there are new revelations that were not covered by the News Note, but these appear to have simple explanations that don't bear on the veracity of the Jupiter explanation for the long-lasting, bright UFO. That being the case, publication of your letter would seem superfluous.

Still, I thank you very much for sharing your thoughts with us and for your continued interest in SKY & TELESCOPE.

Sincerely yours,

*Richard Tresch Fienberg*

Richard Tresch Fienberg  
Assistant Editor



# Museum of Science

July 15, 1987

Editor, Sky & Telescope  
Sky Publishing Corporation  
49 Bay State Road  
Cambridge, Ma 02238-1290

Dear Editor:

Regarding the Japan Air Lines UFO sighting (June issue, pages 603-604), Philip Klass's Jupiter hypothesis does not explain the facts of this complicated case. (Klass himself has since revised his explanation.)

When the sighting began, two lights were reported about  $30^{\circ}$  to the left of the aircraft's heading ( $215^{\circ}$ ); brilliant Jupiter would have appeared more than  $70^{\circ}$  to the left of the plane, dimmer Mars about  $55^{\circ}$  left.

Klass appears to have ignored the pilot's complete description of what he said he observed. The captain stated that he watched two pairs of rectangular arrays of many lights and later a third much larger oval object dimly outlined. The other two crew members verified seeing a multitude of lights in front of the plane. The aircraft's weather radar displayed a target (range about 8 miles) which appeared in the same direction and altitude as the oval object seen visually by the pilot (again ruling out Jupiter). At the end of the lengthy sighting, it was reported that the large object dropped behind the aircraft far from Jupiter's position.

I believe the most detailed study of the JAL case is a 20-page discussion and analysis by Bruce Maccabee, a Navy optical physicist, in the International UFO Reporter, March-April 1987 issue, published by the J. Allen Hynek Center for UFO Studies, 2457 Peterson Avenue, Chicago, IL 60659. Maccabee examines chronologically the recorded communications between the crew and ground controllers.

Walter N. Webb

Charles Hayden Planetarium  
Museum of Science  
Boston, MA 02114

Plus: PENN'S PROFESSOR OF PETS / HERO OF STYLE: NANCY REAGAN

# INQUIRER

MAY 24, 1987

The Philadelphia Inquirer Magazine



## ENCOUNTER OVER ALASKA

THE UFO  
THAT CAN'T BE EXPLAINED

PHOTOGRAPH BY MICHAEL GOODMAN FOR THE INQUIRER



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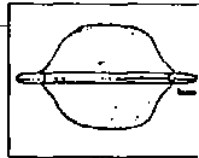
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# INQUIRER

MAY 24, 1987

## Outer spaces

**S**OME ARE THE SIZE OF THREE floating football fields. Others look like gigantic yellow tennis balls, shipping across the sky as if they had vomited off some powerful extraterrestrial backyard. One seen in upstate New York four years ago was a tractor-trailer parked in the sky (presumably with out-of-focus plates). Those sights of over Alaska last fall appeared as two shimmering bracelets accompanying an enormous flying walnut.



They are UFOs — unidentified flying objects — long the staple of whiskey, sci-fi movies, cheap paperbacks and supermarket tabloids. In recent times, however, the high-tech imagination of Steven Spielberg has given UFOs a cleaner image. And a wider variety of people are reporting mysterious sightings. The usual saucer shapes and saucers among us still are alien creatures drag racing across the heavens with great regularity. But they are not alone. Responsible citizens, trusted professionals are coming forward with reports of unexplainable phenomena. In the widely publicized case over Fullerton, detailed in fascinating fashion this week by staff writer Marguerite Del Gaudio, a veteran Japanese airline crew member reports and admits to tell their fantastic adventure of being surrounded in the sky — a story that neither radar screens nor the official monitoring team can explain away.

There is no thing new about believing in things with powers greater than our own. Indeed, take a quick scan of our polluted, potholed, armed-to-the-teeth earth and you will hope that somebody out there knows more than we do. These days, the desire to believe is growing like the trade deficit. For all we know, we are the intergalactic flyby.

*Frank P. ...*

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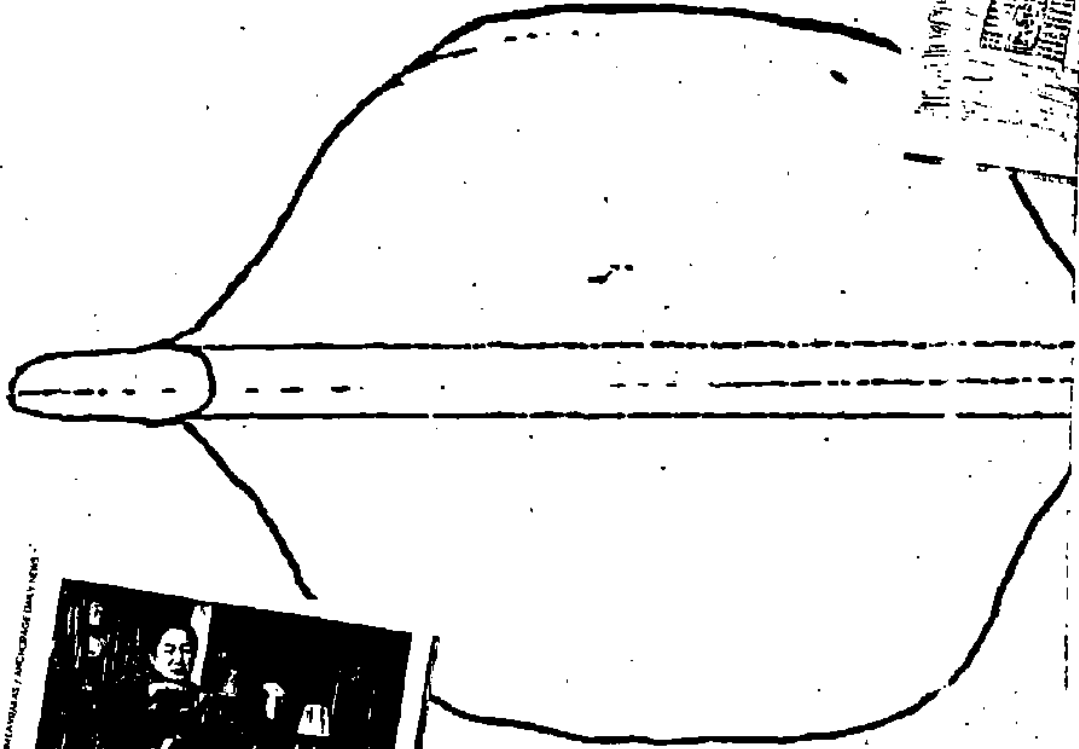
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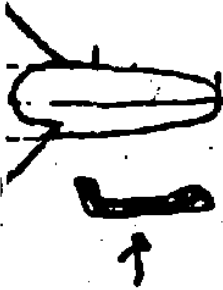
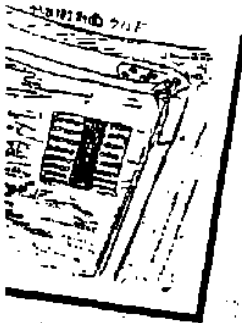
# THE UFO THAT CAN'T BE EXPL

For nearly an hour, a huge, unrecognizable *something*, performing amazing maneuvers, followed JAL Flight No. 1628 over Alaska. Veteran pilots saw it. Three different radar scopes tracked it. And once it disappeared, it still wasn't gone . . .



AP/WIDEWORLD / ANCHORAGE Daily News

# AINED



## THE PILOT'S DRAWINGS

"Two spacecraft and a mothership," is how senior JAL Capt. Kenju Terouchi described what he'd seen on Boeing 747. His drawings for the Federal Aviation Administration show two saucer-like objects (top inset), the lights he described as "flying nozzles," as they appeared in the windshield of his aircraft. The enormous sphere with a tip around the middle, the colossal size of two aircraft carriers, dwarfed his comparatively tiny jumbo jet.

By  
**MARGUERITE  
DEL GIUDICE**

## THE OTHER UP MY GIBBY

out of Alaska happened some winters ago when the citizenry of Anchorage erupted with reports of wavy lights floating high in the night sky. The duty officers at the Federal Aviation Administration were going wild. The public affairs guy was up all night on the phone. The wavy lights were being reported everywhere — it was wild, and people were getting cozy.

Somebody called up the control tower at Anchorage International and the tower said, "Well, they look like balloons to us." So the reporters immediately went to the hot air balloon people and said, "Have you been flying balloons? and if just so happened that all the hot air balloon people had just held a banquet and every single one of them was there, accounted for — so that blew that theory."

It was a nightmare until some FAA employees with teenagers started coming up to the public affairs guy Paul Sturka, saying things in the hallways like, "Oh, Paul, my kid tells me

It turns out that the teenagers had devised an inventive way to amuse themselves in the bling-dry, desolate, wintery unattractive Alaskan winter at 20 below. They would take those flimsy bags from the dry cleaners and fashion a contraption involving thin cardboard with a wick candle stuck to it and soda straws strung together in the shape of an X. If you light the candle and breathe into the bag, the thing will fill with light and float in a wavy glow all the way up to 5,000 feet. The teenagers would send up six of these over half a mile, confounding the adults with manufactured lightballs.

The crew was a huge relief. Ron was finally turned up hanging off telephone wires — Paul Sturka took pictures — and that was the most captivating event to emerge from the vast Far North in many years.

Until news broke last Christmas that would prove far more troublesome to explain.

A veteran Japan Air Lines pilot in a jumbo jet reported being shadowed for almost an hour by something that looked and behaved like nothing he had experienced in his 29 years in the skies. His report began, "Two thousand years ago if a hunter saw a TV how did he describe it to other people? My experience was similar to this. It created many questions that a human being cannot answer."

His name was Capt. Kenju Terouchi. The crew was shaken but stable — and convinced they had seen something that could be neither ignored nor readily explained. But no firm had been done and at first all the FAA appeared to have on its hands were highly credible people reporting highly incredible things — fast chatting but inconclusive. The agent files on the matter dropped quietly to the bottom of the investigation heap, and the sighting seemed destined to go down as just one of those crazy Alaskan things.

Of course that's not what happened. For Capt. Terouchi had unwittingly set in motion a sequence of events that would subject him to international attention — to excited curiosity and gawking and ridicule — and anchor the FAA in probably the biggest UFO controversy to be aired in the public domain since the Air Force got out of the UFO business in 1969.

Let's backtrack to that baffling Monday in November, around suppertime in the northern skies of Alaska, where the sun disappears until the middle of March. . . .

**MARGUERITE DEL GIUDICE** is an inquirer staff writer.

They did see what looked like navigation lights, strobe lights.

Now, Roger, sir. Say the colors of the strobe and beacon lights?

JAL: The color is white and yellow, I think.

Now that was odd. White and yellow, but no red, the international color for aircraft beacons.

THESE WERE THIN AND SPOTTY clouds near the mountain below the plane. The air current was steady, the sky was clear as a windshield and Terouchi thought the flying conditions were quite pleasant.

Then the two lights started maneuvering like two bear cubs playing with each other, Terouchi would write later. He had to try to take a picture of them — maybe someone else would know what it was.

Flight Engineer Tsukuba handed Terouchi his camera bag, and a ready of a camera began. Terouchi's Minolta Alpha 1000 was loaded with ASA 100 film, intended for outdoor daytime scenery on the ground, and here he was flying through the shadows of the sky, six miles up, in a darkened cockpit. It would never crack.

He aimed. The autofocus lens whirred in and out, open and closed, like a dilating pupil — it wouldn't set a focus in the dark. He switched to manual focus, but the shutter wouldn't release. Then the plane started to shudder and he couldn't hold the camera still.

I placed my camera back in the camera bag and concentrated on observing the lights.

The crew was flustered on these objects, not knowing what to think. Then the experience turned hairy — the things came at them, stopped in front of our faces, showing off lights.

The inside of the cockpit glowed brightly like a small den with a big TV and Terouchi felt warm on his face. These things were big, at least the size of a DC-8. He thought he might be flying into the rear end of some aircraft, into a mid-air collision.

The ships appeared to be in front of the jumbo jet, then flew in level flight at the same speed, slightly higher, 1,000 feet away — a stone's throw by the distance rule of the sky. Terouchi could see what looked like exhaust pipes and rotating parts of amber and white lights in the middle of these flying nozzles.

Something about them reminded him of a charcoal fire.

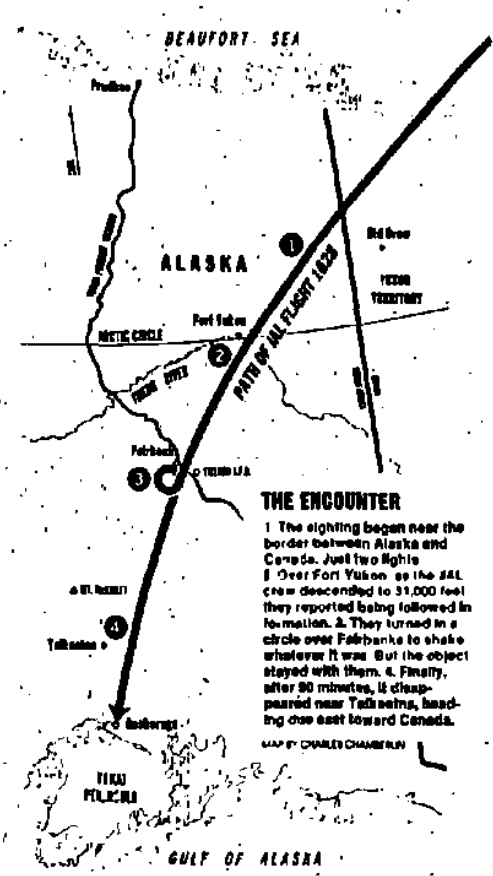
No one made a move to do what these things were doing. Terouchi thought, "Flying in tandem, around a jumbo jet, harding through space at 600 miles an hour? It made no sense."

For three to five minutes the ships stayed in formation with the jumbo jet, then moved forward and on to the left. Honestly, we were simply too thickheaded.

The fear of a mid-air collision had passed.

We probably would have been in danger and would have been prepared to escape if the spacecraft were shaking us, or if we were unable to see ourselves. But there was nothing untoward about these ships — their maneuvering was flawless.

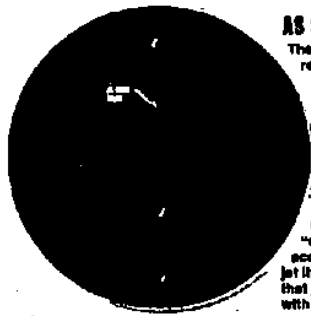
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**THE ENCONTER**

The sighting began near the border between Alaska and Canada. Just two flights over Fairbanks, as the JAL crew descended to 31,000 feet they reported being followed in formation. They turned in a circle over Fairbanks to shake whoever it was. But the object stayed with them. Finally, after 30 minutes, it disappeared near Tok, heading due east toward Canada.

MAP BY CHARLES CHAMBERLIN



**AS SEEN ON RADAR**

The small diagonal slashes represent JAL Flight No. 1628 as it appeared on the FAA's radar scope. At first, the FAA said the two dots next to the slashes represented another object or obstacle. Then, after reviewing the radar tapes, the agency said the images looked like "spit beacons" — accidental echoes of the farbeacon that just happened to coincide with the crew's visual reports.

**UFO**  
continued from previous page

**G**ROUND RADAR HADN'T registered anything near 1628, so nothing was likely to show up on the cockpit's weather X-band weather scope. But the captain set the distances range to 20 miles — and to his surprise, something popped up. A large, green, round object, seven or eight miles away in the direction of the thing outside his window.

Henry: Japan Air 1628. Do you still have visual contact with the traffic?  
JAL: Affirmative — we have radar contact.

And then, so did Henry — a radar hit about five to eight miles from 1628.

He radioed Elmendorf Air Force Base, and the controller there reported picking up something too — a weak return about eight miles ahead of 1628, at 10 o'clock. It lasted a minute, minute and a half. Radio interference, and an object seeming to register on three different radar scopes. What was that?

JAL: It's, ah, I think, ah, a very quite big, ah, plane. Fairbanks was diagonally below and to the right of 1628, and the setting sun painted the sky in a reddish tinge. The east side, the side where the objects were, was still pitch dark.

We had no frame of reference, but we began to worry since we had no idea for their purpose.

Up ahead they could see lights from Pease Air Force Base and Fairbanks.

The lights were extremely bright to eyes that were used to the dark. How bright it was! We were not above the bright city lights and we checked behind us. Ah! there was a silhouette of a gigantic spaceship. We must run away quickly!

JAL: Japan Air 1628. Ah, request descent request three one zero.

Henry: Japan Air 1628 heavy. Descend at pilot discretion. Do you still have your traffic?

JAL: Still, ah, coming, ah, ah, right formation in ah formation.

Henry: Japan Air 1628 heavy. . . . descent approved as necessary for traffic.

When we checked our rear, there was still the ship following us. We had to get away from that object. A globular craft with a lip around the middle, the colossal size of two aircraft carriers laid end to end.

What could it possibly want — the Beaufort?

Henry: Japan Air 1628 heavy. Sir, I am going to request you to make a right turn, three six zero degrees three hundred and sixty-degree turn. And advise me what your traffic does then.

JAL: Right turn, three sixty.

We set in turn right on a 30-degree bank. We looked to our right forward but did not see any light.

It had disappeared. We were returned. We returned to level flight. But when we checked in our rear, the object was still there — in exactly the same place.

On the ground, Carl Henry was glued to his radar scope. You are not supposed to have unknowns in air traffic control.

There isn't much room for error and the system relies on an unquestioned mutual trust between controller and pilot. A controller has feelings about an airplane, even though it's just a little machine on a scope. When he's talking to a pilot, he's inside the cockpit with him. This 747 was reporting unidentified electronic signals, and Henry's job was to get him safely away. He and the other controllers assumed they were tracking a second aircraft.

"I never thought of it as a UFO," he would say later.

**VETERAN CONTROLLER** SAM RICH returned from a lunch break and took over communications with the military so Henry could devote all his attention to 1628. Elmendorf radioed over that "one more other equipment here we have confirmed there is a flight, size of two," around 1628.

Rich: Is he following him?  
Elmendorf: It looks like he is, yes.

Oh, God. . . . Henry radioed the news to JAL and asked if the crew wanted the military to scramble on the traffic.

JAL: Negative, negative.

Uneasy as he was, the pilot didn't want to chance someone else getting hurt trying to help him and his crew. Even the F-15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology. We flew toward Tok, Alaska. The spaceship was still following us. Not looking us at all.

The FAA shift supervisor, Alfred Stiephens, a lean, older fellow with a graying reddish beard who'd given a graying toe and ramshorn boots, thought that aircraft might be following 1628 in to Anchorage.

His radio and navigation might have quit, Stephens figured.

So he followed procedure and alerted the U.S. Customs office at Anchorage International, and somebody called Hank Elias — the transportation spokesman who's in charge of the FAA's air traffic division in Alaska.

Elias couldn't know whether it was a system failure or a life-threatening situation. And the proximity of the Soviet Union was always a factor. It could be an exotic experimental craft or a defecting jet. The U.S.S.R. is known to be in the United States up there that two guys in eight months had illegally crossed across the frozen Bering Strait from the Alaskan island of Little Diomedes to the Soviet island of Big Diomedes. The Soviet Union likes to send its Bear bombers into Alaskan air space, carrying electronic encoding devices and other electronic devices, and the United States likes to intercept its latest F-15s to intercept and escort them off.

They listen to each other's radio transmissions, obtain radar frequencies, try to determine the capabilities of each other's aircraft. Sometimes, a Soviet fighter will turn in so tight behind the tail of a commercial airliner that the pilot never even knows. And if the Soviet jet shows up on radar, he'll register radically only as a little dot — look just like a spit beacon — an accidental split image of the airlines. Shadowing is called.

Over the phone, Elias guided the fellow who called. What did the pilot do, say,

see? Did the center have any flight plans on anybody this could be?  
Henley: Do you still have the traffic?  
JAL: Affirmative. Nine o'clock.

WHATSOEVER HAD SHOWED UP ON the military radar wasn't there anymore. And Henley wasn't seeing much either. He had never really gotten a good track on whatever it was. United Airlines Flight No. 69 had just taken off from Anchorage. It was in the same air space as 1828. Henley radioed the pilot to go take a look around 1828, and a T-38 military flight with eight people offered to fly over as well.

Up in the JAL cockpit, 1828 could make out the United airliner. The two planes flashed landing lights at each other, and the United pilot advised ground control that he could see 1828, set against a light background.

*We were flying the east side of Mount McKinley. We knew that they were watching us. When the United plane came by our side the spaceship disappeared suddenly and there was nothing but the light of the moon.*

Neither United nor the T-38 saw anything other than the JAL jumbo jet. Whatever it was had split — instantly, noisily. It seemed to the crew — toward the east, toward Canada.

**T**HE STUNNED CREW of Flight No. 1828 landed about 6:25 p.m. on Runway 6R at Anchorage International, sending a 60-minute ordeal that was terrifying and fantastic. Henley immediately took a breather to clear the knots out of his gut. With questions in my mind that I couldn't answer, he sat down to write his report, as the head of security for the FAA pulled up in his Lincoln Continental.

This would be Jim Derry, a steely, bulky bearded man without hair, who was once an adviser with the Army's Special Forces in Vietnam. He security agent Ron Mickle and James Wright from flight standards ran the crew around the block a couple of times on what they'd seen. We weren't really sure what we saw, Derry said later. Was it a security situation or a violation of air space? It was just a strange thing.

Derry judged the captain to be a very stable, competent professional. He was sure he was concerned. It is like driving down the highway on an empty road and all of a sudden four lights come up over your left windshield and follow you for an hour, said Derry. "It gets your attention."

The first officer and flight engineer hadn't had as clear or sustained a view as the captain. But what they saw they saw pretty much the same. Derry said. He made notes, judged the crew to be normal, professional, rational, no drug or alcohol involvement.

It didn't seem to Derry that any further investigation would be warranted by curiosity. There was nothing there, he said, to indicate that anything was unusual. If anybody decided to do anything, it would have to be the people at flight standards, or air traffic control.

Finished at the airport, Derry drove over to a hotel in Anchorage where a security guy from Washington was staying — Dave Smith, manager of the FAA's Investigations and Security Division, who was in town to talk about drug monitoring programs. Derry had spent the day showing him around. He took Smith for coffee, told him all about the sighting, and the two men mused over the bewildering things that sometimes happen in the vast open terrain of the far Far North, in America's last frontier.

**F**OR WEEKS NOTHING happened. The FAA inspectors already had their hands full with far more pressing cases, crashes in which people had died, and the JAL sighting got banished to the bottom of the investigation pile. Out of sight, it was out of mind — until the day before Christmas, when Paul Steucke got a phone call from

Shokichi Kibe, an Anchorage restaurant and correspondent for the Kyodo News Service of Japan.

It seems that Capt. Teruchi's spell-binding report was the talk of the cockpit among Japanese pilots. The London by-line chief for NWS Hiroshi Inuchi had gotten wind of it from some Japanese fliers he was friendly with, and he had interviewed the captain at the Forum Hotel, a JAL haunt, when Teruchi flew through London in December. Soon KNS was dispatching Shokichi Kibe to confirm the story with Steucke. The forgotten JAL sighting was about to be reborn from the dead.

Somebody had picked up pretty good information, said Steucke, a lean, silver-haired career government employee, like his father before him, who drives a white Porsche and keeps a jar of M&M on his organized desk. Kibe wanted to know if it was true.

Steucke looked back five weeks in his files and told him. Yeah. It had completely slipped his mind. Kibe was not come to come over — Steucke would give him whatever information was available. After all, this was Alaska. You ask a straight question up here, you tend to get a straight answer.

Steucke had no idea what he was about to get into after the holidays, even after Jeff Berliner of United Press International in Anchorage called wanting to know about this JAL sighting that was making the papers in Tokyo. Steucke got the file out again. Berliner talked to Jim Derry, probed a little deeper and filed a story that night that was transmitted nationwide.

The next day reality set in. The phones rang and rung and rang. It reminded Steucke of the first big story he had handled three weeks after taking this job in 1980 when a Korean Air Lines Boeing DC-10 taking off on a foggy day had tumbled down the wrong runway in the wrong direction, and ran over a Naval Air twin-engine commuter flight with eight people on board. The office was inundated with inquiries, day and night, until Steucke could get the news out that no one had been killed.

But this story was far more idiosyncratic

it — and trickier to shake. Steucke was going to have as much trouble getting rid of it as the JAL crew had with whatever those tenacious lights were that had chased them.

Of course, most inquiries came from reporters. But Steucke just took that as a reliable reflection of genuine curiosity among average citizens — the reporters were only acting on their behalf as scouts.

Before long, Steucke started hearing rumblings from afar that higher ups in the FAA were queasy about any association with unidentified flying objects. The agency's image might be tarnished. Steucke had split for Alaska 12 years ago, to get away from the commutes and humdrum of the East Coast, and word of the hometown uneasiness made him yearn to do paint pictures — his avocation. He started to wonder where he was treading how far he should go.

Like Capt. Teruchi, Steucke had entered the dangerous arena into which are cast all those who dare to publicly involve themselves with unidentified flying objects. UFTI indicates just that, a flying object that is simply unidentified, regardless of speculation about its origin. But in many, the term has come to suggest the flying saucers of supermarket tabloids. Those who show interest aren't being labeled as true believers in visitors from outer space, intellectual flycatchers, or just bidirectional with fumes of room upstairs to hell. To avoid ridicule, most serious researchers have retreated to the shadows and keep their mouths shut about what could be going on in the seemingly infinite universe.

Capt. Teruchi probably would have been wiser to do that, he could have spared himself the phone calls, the rib-benumbing the mockery. But by all accounts he is an honest and forthright man. By doing his duty, by reporting in good conscience something in the sky that wasn't supposed to be there, he brought public controversy upon himself and embarrasing scrutiny within a profession that is rightly conscious of image.

The FAA, meanwhile, did not want to encourage public hysteria by cavalierly releasing information whose meaning it could not ascertain. It also did not want to cast aspersions on the crew — it had no reason to — or create the impression that it had anything to cover up, because it didn't. The FAA just didn't know. It was a lose-lose situation.

**T**HE AIR FORCE HAD spent 22 maddening years investigating UFO reports before chalking down the last government watchdog, Project Blue Book — and the FAA had no interest in picking up where the retreating Air Force had left off. The UFO issue had lent itself too readily to fantasy and hoax. It was impossible to control. Its history had been piecemeal, complicated and attended to by myriad panels and projects that passed the hot potato around without settling anything — a scenario laid out in *The UFO Controversy in America*, a 1975 book by Temple University professor David Michael Jacobs.

## Ground control: Do you still have the traffic? JAL: Affirmative. Nine o'clock.

Project Blue Book had been succeeded by Project Starry, Project Grudge, Project Twinkle, with the high point of Air Force involvement occurring in 1952. There had been a tremendous number of UFO reports that year — including reports that led the Air Force to deem inadvisable that intercept UFOs above the national capital. So the CIA convened a panel of five distinguished nonmilitary scientists — the Robertson Panel — to examine whether the sightings threatened national security. After 12 hours of actual over three days, the panel concluded that the real danger didn't seem to be the UFOs. The real danger was the UFO reports — seemingly more credible because of the Air Force's sustained interest — reports that could erode the public's psychological warfare and skillful anti-propaganda that might induce irrational behavior and harmful distrust of duly constituted authority. "The Russians would surely get us."

Informed critics argued that the government was going about the investigation all wrong. That investigators were preoccupied with the potential threat to national security — this was the 50s, after all, the height of the Cold War — and not with serious scientific analyses of the thousands of cases from all over the world.

But no matter what the Air Force people did, certain UFO quartets routinely suspected them of orchestrating elaborate cover-ups.

The flying saucer business is the biggest public relations headache on Air Force history. Finally the Costigan Committee, an academic group convened in 1960 to come up with a nonmilitary read on the situation, said exactly what the Air Force wanted to hear — knowledge wouldn't be advanced by further study, and Project Blue Book should be put to sleep.

It was, in 1960 and the extermination of UFOs passed into the hands of independent researchers and private organizations such as MUFON and CUPOF, the Mutual UFO Network based in Belgium, Texas, and the J. Allen Herrel's center for UFO Studies in Glenview, Ill. The vanguard of current research centers on increasing reports of abduction, that involve traumatic medical examinations on members of different generations of the same families — hair this new line inserted up the nose, plugs of skin taken from backs, arms, legs.

No — the FAA had no interest in arousing history's tendency to repeat itself. The government had learned its lesson well. The emotional, unscientific case related to unidentified flying objects were in no way conducive to bureaucratic control.

continues on Page 24

**UFO**

Continued from page 17

SO NOW YOU SEE WHAT the captain and the FAA had gotten themselves into. Dozens of times day after day the phone rang in Paul Stuecke's office: NDC in New York, Radio Hawaii, Star Magazine, Canadian Broadcasting, The Sunday London Mirror, The French News Agency, The Washington office of TRLD, the Soviet National Daily Newspaper, National Public Radio, People magazine.

Public response was so great that the FAA decided to interview the JAL crew a second time and review the radar tapes. And Stuecke started thinking strategy. What was the FAA's role and responsibility? What did it mean?

The first officer and the flight engineer again corroborated the captain's dramatic report. But the FAA decided that the radar tapes did not — necessarily. The object on radar was now thought to be an accidental split image of the JAL 747. Stuecke said and

not a separate object — a familiar radar quirk. The people at Elmendorf meanwhile emphasized that their radar screens hadn't lasted long enough to be confirmed, and they attributed the apparent bits to coincidental electronic clutter.

The calls kept coming. Stuecke kept getting new bits of material, and the thread of the story kept wandering. He felt as if he were blowing up a balloon — each time he doled out a bit of information, the story got bigger. He was constantly looking for holes in the data and trying to stay ahead of the reporters — not always with success.

Hal Berman, for one, of the Anchorage Daily News.

After the FAA explained its double radar signal as a "split beacon," Berman tracked down controller Sam Rich who told him that three controllers had seen a radar image of an object near 1628 that night, and all three of us thought there was a track or aircraft. (That would be Rich, Henley and John Aus-

trink, who had stepped in to help out.) The track may not have been very strong, Rich told Berman but none of the controllers at the time thought it might be a split image of the 747.

Stuecke called Rich in for a chat. He made Rich aware of the awkward position he had put the other controllers in — speaking for them without their knowledge. And from then on, Rich referred interview requests to Stuecke's office where reporters were informed that Rich didn't want to talk. A message also went out over the FAA employees "code a phone" at work, warning that reporters would hound them on this story and that FAA policy required them to go through public affairs.

Stuecke worried that this mix up made him look bad. One day he was saying only one controller had handled 1628, and now he finds out there were three counting supervisors and they seemed to be disputing the FAA's publicly stated position. What in the world was everybody going to think!

As long as he wasn't handling an air crash. The subject matter was fascinating and things kept happening. Early on Jan. 11 for instance, Capt. Teruchi again reported seeing unusual lights while flying over Alaska. Once he landed and learned the location of a reported temperature inversion he provided an explanation. As he flew near Arctic Village, the town lights had gotten distorted by bouncing off ice crystals created when cold air got sandwiched between two layers of warm air. Not a rare phenomenon but actually the information was presented as if the FAA had come up with the explanation. Teruchi complained to reporter Hal Berman aware that it made him look like a crackpot.


Henk Elias, the Alaska air traffic manager, felt bad for the captain. A pilot is always seeing things in the sky he says, because that's where he's looking all the time. You see things, he says, and you rationalize. That's a liar, that's another airplane, that's a navigational beacon. So

the captain sees nothing, and it doesn't look like anything he's flying. Then says Elias he's got to look at everything else. The guy's got to take a real hard look and say, "Is that another one?"

Inside the FAA's offices, meanwhile, the attitude was, "I can't believe it. What's all this interest? But the sightings also generated wonder. For all you know, the United States of the Soviet Union was testing some advanced experimental craft — what better place? Or maybe there was a physical explanation beyond our current awareness — meteorites once were at least actively sterile. The anomalous motion of the planet of Mercury. And was it likely that in all the vast universe only Earth would be singled out for life?

We all carry with us the seed of the possibility that what Capt. Teruchi described could actually have been the case, says Stuecke. The debunkers are trying to keep us honest. At the same time,

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**Every time the public affairs guy doled out information, the story ballooned.**

the believers are trying to keep the possibility alive.

THE INQUIRIES KEPT COMING — mostly from the media and some from independent UFO investigators like Richard Haines, a compact, precise, polite California scientist in wire rimmed bifocals who still pulls out chairs for women. When people called Stucke with scientific questions, or wanting to know about other pilot sightings, he sent them to Haines.

During the day, Haines works at NASA's Ames Research Center in Mountain View as chief of the Space Human Factors Office — they're helping design the interior of the space station as well as new space suits. At night and on weekends, at his own expense, he tries to keep track of and explain high-altitude sightings like Capt. Terasuchi's — his hobby for 30 years.

He thinks pilots make good subjects, highly stable, highly trained, highly motivated, scientifically inclined, and unlikely to make casual reports of strange sightings, because of the potential to be embarrassed among their peers. Plus, an airplane comes with instruments that can record phenomena — "a flying laboratory," says Haines.

Over the years he has looked into 3,000 pilot sightings and explained 2,600 of them as illusions or misidentifications of atmospheric phenomena. "But none theless," he says, "I have quite a few that are very unexplained. I would say 600." The Alaska sighting is one of them — but he says the only really unusual thing about it was the publicity. People tend not to know about the others.

Like the dozen or so UFOs that six Brazilian jet fighters chased for half an hour last May after the objects registered on radar in Sao Paulo. Or the young Australian pilot Haines has just written a book about — who in 1978 reported a strange craft in his vicinity, then disappeared, while flying in a Cessna to buy some cash for a party.

Haines heard about the JAL sighting and proceeded to educate himself about the relevant radar systems and the dynamics of the Boeing 747. He got hold of wind aloft charts and weather photography. He worked the phone. Elwoodorf, Blauack,

Derry JAL, the pilot and first officer of the United jet. And he interviewed Capt. Terasuchi for three hours by telephone with the help of a Japanese friend who is a pilot with a Ph.D. in engineering.

When Haines asked Terasuchi how the two objects he first saw had moved in space, the captain said "They move together as if they have a common center of gravity and they oscillate slightly with a random wavelike motion. The reason he flashed his landing lights at the United jet, whenever we following him disappeared."

"Whaddya mean, disappeared?" Haines asked. And Terasuchi said "The lights went out."

IT WAS SOMETIME AFTER Haines spoke with the captain that Philip Klein, another noted independent UFO investigator, advanced a widely published theory that the captain had actually been looking at Jupiter and maybe Mars.

It was late in January by then. For many years, until his semi-retirement last June, Klein had been the senior aviation editor of Aviation Week and Space Technology Magazine. And for more than 30 years, his hobby has been to investigate "seemingly mysterious or famous UFO cases," he says.

"I have emerged — it sounds immodest, but I think it's true — as probably the leading skeptical UFO investigator in the country, if not the world," he says. "After 33 years, I have yet to find a case that I did not believe could be explained in prosaic or worldly terms. Because of this position, if there is an important new UFO case, I cannot afford to ignore it. If you will, it's sort of a *little* Sherlock Holmes. I'm a real person living today, he couldn't afford to ignore Jimmy Hoffa's complete disappearance or other such seemingly mysterious crimes.

Klein didn't interview the pilot, because after hearing him on Larry King's late night radio show, he says, "It was evident that he is not too skilled in English, and I don't speak Japanese. But his FAA contacts enabled him to read and make extensive notes of a transcript of the taped conversation between the cockpit and the ground. Then he approximated the southeasterly direction in which the captain and crew were looking, consulted a professional astronomer, and worked out a theory.

Jupiter was extremely bright and visible in the direction of the reported UFO, and Mars was just below and to the right of Jupiter which could explain the pilot's initial report of two lights.

Jupiter was only 10 degrees above the horizon making it appear

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**UFO**

continued from previous page

...port to the pilot to be roughly at  
 his own 3,000 foot altitude." Kline  
 writes in a report for the Buffalo  
 Board Committee for the Scientific  
 Investigation of Claims of the Paranor-  
 mal, of which he is a founder:

**H**AIRPLANE COULDN'T buy the theory if focused only on the very end of the 80-minute episode, and did not take the crew's entire experience into account.

"There's no way it could be a planet," he says. "The sub-pilot was flying the airplane in a straight line. Terauchi tells me that the object first appeared at 12 o'clock, then moved out rather quickly to 10 o'clock or 10:30 before it came back again."

"That's not Jupiter," he says, because Jupiter doesn't move if the airplane is stable, and Jupiter is stable, it doesn't explain this "bustness" of the object moving back and forth. Besides, he says, the objects were way too big to be planets.

When the story about Kline Jupiter shows came over the wire at the Anchorage Daily News, Hal Bernton called up Terauchi. The pilot was adamant — he had recognized Jupiter during the flight, and whatever had lashed him was no planet.

Kline laughed when told that the pilot had rejected his airplane. "This is par for the course. When a person is a dedicated UFO believer, as the pilot is and was, he'll always deny a prosaic explanation. You know of course, that he's a UFO reporter."

Kline was referring to the captain's second interview with the FAA. When asked if the Nov. 17 sighting was the captain's first experience, the captain told of two other occasions. Once from his home, he had observed bright lights for 10 minutes at what he judged to be 10,000 feet. And five years ago, on a cargo flight north of Formosa, "when we start climb we can feel and side his mother ship. But he said it was too weird, he wasn't feeling well, and he ignored it."

Asked in comment on these remarks Steucke said: "The fact that he saw a couple of other things I think is outweighed by the balance of the fact that he's a captain for a large airline and has flown for a long time and has a great deal of responsibility."

AT A CERTAIN POINT, THE FAA decided not to release any more information until all the material had been gathered and scrutinized. While she did was on, Elias, the air traffic manager, hand-carried the radar disc pack to Washington and picked up

Harvey Suffer, the FAA's director of Air Traffic Evaluations and Analysis. Their mission was to take a final good look at the radar returns, with the help of the staff at the FAA Technical Center in Atlantic City. The computer there could regenerate the signals into a pattern by stringing them together like pearls.

They looked and looked and looked at it. They played the radio tapes, trying to re-create the actual scenario. Five times they looked at it.

"We come to the conclusion," says Elias, "that, uh, you know, we can't confirm nor deny if the [crew] had never said anything, we would have said, 'We see that every day.' It would have been passed off as a split beacon or uncorrelated target."

This occurs when the signal coming off the skin of the airplane and the signal coming out of the airplane's transponder don't hit the ground at exactly the same moment. It's just like an echo," says Elias. On the radar scope, it looks like a little dot next to the slash that represents the airplane. Plus, noticed one odd thing: The dot just need around in relation to the slash. It wasn't unheard of, but it wasn't usual either.

What may have caused the split beacon was not determined. But both Steucke and Elias agreed that the coincidence was extraordinary — a crew reporting something outside their window and on their cockpit radar at the same time that both the military and the FAA were receiving intermittent radar signals in the plane's vicinity. Steucke passed off the synchronicity of events as "frank."

Says Elias, "You can't be absolutely positive. That's an honest answer. The FAA is not saying it positively absolutely without a shadow of a doubt, is a split beacon... We neither confirm nor deny."

Elias returned to Alaska with his inconclusive results. "The Admiral," FAA administrator Donald Pagen, an old jet pilot, wanted to be kept abreast of what was what, so Elias and the controller briefed him by phone. And someone on Harvey Suffer's staff briefed the presidential science adviser.

BY THIS TIME, ALL THE MATERIALS related to the Nov. 17 sighting were trickling into Paul Steucke's office from half a dozen different places, and he scheduled a news conference for March 6 in Anchorage.

He also drew up an extraordinary order form of materials related to the sighting — Terauchi's narrative report, for instance (\$1.10), or tapes of conversations between ground con-



**The pilot was adamant — whatever had talked him was no planet.**

rol and the JAL (#50), or inerrable 9 by 10 glowy blow-ups of radar signals (#10). The deluxe package cost \$194.30 — the ultimate inside look at this increasingly bizarre little incident. A story about it ran over the wires.

There were hundreds of requests for various parts of the package. More than a few wanted the whole thing. And everybody wanted it right away.

**T**HE FULL AND FINAL press conference that was intended to kill this story once and for all was an anticlimactic event at which the FAA released two pounds of documents and no conclusions. It took place in a spacious room with an American flag in a corner and unfathomable diagrams of air planes and radar signals up on the white boards that lined the room. Steucke was the only FAA person available to answer questions. He had called up the Air Force people and they told me three things to say. Their radar signal was righter, there was no scramble and there is no investigation. And none of the FAA's technical people would be there to answer questions, he said, because frankly they're gunning us nuts about it.

Besides, the FAA is stuck in the UFO business, should get in the UFO business in the future, and did not intend to conduct a scientific investigation, he said. We pursued this from what I would call an operational systems view. We were out to determine if there was another accident there, which we were not able to do one way or the other.

He did mention a couple of other unusual, far less dramatic pilot sightings above Alaska, but the bottom line on this one was that the safety of the air traffic control system had not been compromised — case closed.

**EPILOGUE**

RICHARD HATHORN HAS moved on to other sightings by pilots. The Alaska sighting will go down as a good case, he says. Not the best. But a good solid case for which there is no logical explanation. But he's afraid the publicity it generated will discourage pilots from reporting unusual phenomena — if they realize that whatever they tell

ground control could be turned over to the American public for a fee.

Back in February he received a post card from Capt. Terachi who apologized for not answering Hathorn's follow up letters. "Sorry for the delay, the captain wrote, but things are getting hot" — don't call me I'll call you.

Pilant Stephens, the shift supervisor in the control room the night of the sighting, has had some medical problems and is on sick leave. He says that if he had been in Capt. Terachi's position, he would have kept his mouth shut, or told what he had to tell as a hum story.

Carl Henley, who handled the JAL flight that night, wants you to know he's just an air traffic controller who likes his job. He'd like to talk to Capt. Terachi one day — he feels they've been through something together — and find out whether there was anything he could have done for the pilot that he didn't do.

Paul Steucke and his wife went out to dinner to celebrate on the night of the final news conference. Life was good. Two galleries in Alaska were carrying his artwork. He was flirting with a third in Hawaii, and he was about to be named a federal employee of the year in a competition involving 30 U.S. agencies in the Anchorage area.

And Capt. Kenji Terachi, the veteran pilot who did his duty and reported what he saw, has moved back to Tokyo after three years in Anchorage where he had liked to fish for red and silver salmon. The easy speculation is that he decided to distance himself from an event that had caused him more harm than good. But JAL insists the move was a routine transfer. The captain left instructions with the airline to tell anyone who asks that he stands by his account — and does not wish to give it again. Anchorage Daily News reporter Hal Berntson was left with the impression that Terachi felt he got hung out to dry. The pilot grew more reticent with each conversation; he seemed frustrated. But he remained convinced that Flight No. 162R had indeed encountered something highly advanced technologically and unlikely to have originated on Earth.

I don't understand the technology, he told Berntson, "but it was not dangerous."

If there is a next time, Terachi said, he might try blinking his wing lights five times then taking a bow. He is Morse code. And perhaps one day someone else will see what he saw, and his conversational experience will take on new meaning.

"I think," said the captain, "we have to keep the record."

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Thanks for the note on the Anchorage press conference. I didn't make it up there, but got the account from the Anchorage paper (enclosed).

Its hard for me to swallow the FAA's conclusion that a radar anomaly occurred at the exact (and only) time when the UFO was sighted.

Great article in the most recent journal.  
Thanks!

Dick Farnell

# Anchorage Daily News

ANCHORAGE, ALASKA, FRIDAY, MARCH 6, 1987

## THE OFFICIAL WORD ON MYSTERY IN THE SKY



Anchorage Daily News/Michael Perry

FAA spokesman Paul Steucke waits as reporters read his agency's findings about the JAL pilot's sighting of a UFO.

## FAA has no conclusion about UFO

By HAL BERNTON  
Daily News reporter

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However, reporters who flocked to the press conference from as far away as Japan and Philadelphia did not go away empty-handed. Each received a free copy of the FAA's anthology of the event, a thick packet of documents, tapes and radar photographs. And also news of a new mystery to puzzle.

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flying over McGrath. As two pilots examined a weather radar, they noticed a "target" out in front of them.

"Up at our altitude, (35,000 feet) you haven't had any UFO reports lately?" one of the pilots radioed the FAA controller.

The crew reported the target quickly moved off their radar screen at an estimated speed of 300 miles a minute. They reset their screen from a 50-mile to a 100-mile radius. They briefly spotted the target again. Then it became lost in the radar clutter created by the Alaska Range. The crew never saw the U

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Continued from Page A-1

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Later, as the JAL plane flew over Fairbanks, Terauchi reported a third UFO, a huge spaceship the size of two battleships. He said the spaceship followed the JAL plane south of Fairbanks, then abruptly disappeared as controllers directed a United Air-

lines plane to check out the sighting.

In an interview with FAA officials, Terauchi said the Nov. 17 incident was the third UFO sighting of his 29-year career as a pilot. A fourth sighting Terauchi reported in January he later dismissed as the lights of a town reflected in the clouds by an air inversion.

Co-pilot Takanori Tamefuji and engineer Yoshio Tsukuba said the November sighting was their first. Both, in interviews with FAA officials, confirmed parts of Terauchi's account.

Tsukuba, the flight engineer, said he saw strange white and amber-colored lights that glowed with a

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But in two interviews with FAA officials, he said he didn't know whether the objects were UFOs. "When I was interviewed here the first time by FAA personnel," Tsukuba said in his second interview, "I was not sure whether the object was a UFO or not. My mind has not changed since then."

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PAUL STEUCKE



# Anchorage Daily News

65 96 PAGES

ANCHORAGE, ALASKA, FRIDAY, MARCH 6, 1987

PI

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Anchorage Daily News/Michael Penn

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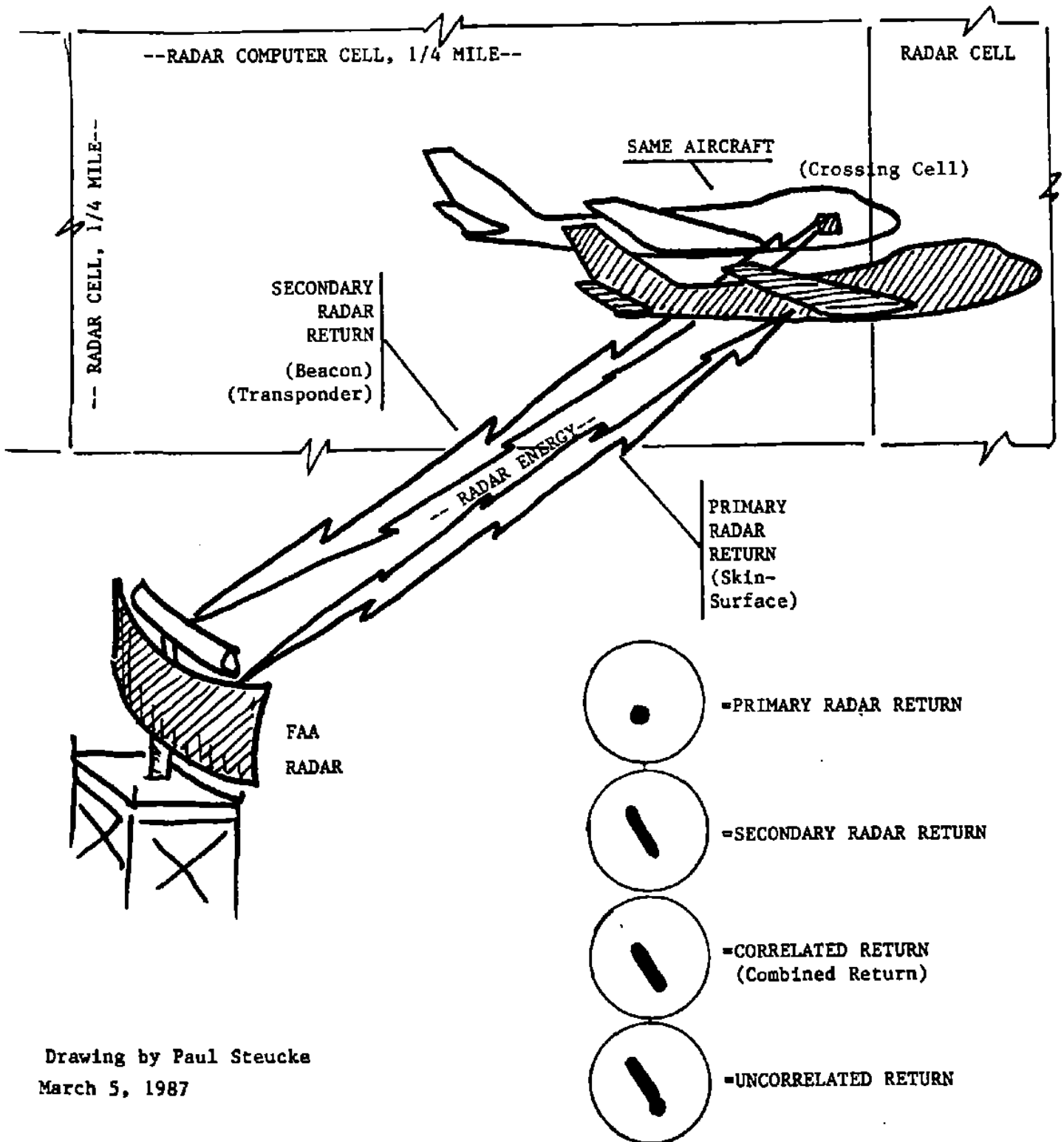
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### UNCORRELATED RADAR SIGNALS

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke  
March 5, 1987





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: INFORMATION

Date: March 5, 1987

Material relative to JAL, Nov. 17, 86,  
sighting of unidentified air traffic

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Reply to  
Attn. of:

PUBLIC AFFAIRS OFFICER, AAL-5

To:

ALL REGIONAL FACILITY MANAGERS  
REGIONAL DIVISION MANAGERS AND STAFF OFFICERS

The attached selected information regarding the November 17, 1986, sighting of unidentified air traffic by the crew of JAL flight 1628, has been forwarded to you for your use. This is public information, no copyright, and you can share it with anyone else.

Thought you might like to read the data yourself.

Sincerely,

Paul Steucke  
Public Affairs Officer

March 5, 1987

Selected Material  
Relative to the FAA Investigation of  
**Japan Air Lines flight 1628**  
**Sighting of Unidentified Air Traffic**  
on November 17, 1986.

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Prepared by  
FAA Public Affairs Office  
AAL-5  
Alaskan Region  
701 C St., Box 14, Anchorage, AK, 99513



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# News:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

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FOR RELEASE ON  
MARCH 5, 1987  
#87-09

CONTACT: PAUL STEUCKE

FAA RELEASES DOCUMENTS ON  
REPORTED UFO SIGHTING LAST NOVEMBER

The Federal Aviation Administration today released documents relating to the reported sighting of an unidentified flying object (UFO) over Alaska by a Japan Air Lines flight crew on November 17, 1986, saying it was unable to confirm the event.

The material was issued by FAA's Regional Office in Anchorage, Alaska, and included transcripts of pilot-controller communications, interviews with controllers and the flight crew, radar plots and other data.

FAA's Regional Public Affairs Officer Paul Steucke pointed out that FAA normally does not investigate UFO sightings but pursued the JAL incident in its role as the operator of the air traffic control system. He said the agency's objective was to determine if there was an unreported aircraft in the vicinity of the JAL flight that could present a safety hazard.

As part of the inquiry, Steucke said, radar data of the JAL flight track was reviewed by FAA experts at the agency's Technical Center in Atlantic City, N.J., using identical equipment. They determined that a second radar target near the JAL flight at the time of the reported sighting was not another aircraft but rather a split radar return from the JAL Boeing 747.

Technically, this is known as an "uncorrelated primary and beacon target return." It means that the primary radar signal reflected off the aircraft's surface did not correlate exactly with the pulse emitted by the aircraft's radar beacon transponder. This phenomenon is not unusual and gives the impression of two separate radar targets.

Steucke also noted that FAA controllers who monitored the JAL aircraft said in their statements that they thought there might have been another aircraft because of the dual radar targets. However, a northbound United Air Lines jet that was diverted by controllers to intercept the JAL flight path did establish visual contact with that aircraft but the pilots saw nothing else.

The Nov. 17 UFO sighting was reported by JAL Captain Kenjyu Terauchi on a cargo flight over the polar cap from Iceland to Japan via Anchorage. Captain Terauchi said he had visual contact from approximately the U.S.-Canadian border to south of Fairbanks. On Jan. 11, 1987, Captain Terauchi also reported another sighting in the same general area as the first.

Steucke said FAA is satisfied that the safety of the air traffic control system was not compromised by the Nov. 17 incident and plans no further investigation of the circumstances.

# # #

AAL-5, FAA  
February 4, 1987

SELECTED PORTIONS OF TRANSCRIPTION  
CONCERNING THE INCIDENT INVOLVING JAPAN AIRLINES FLIGHT 1628  
ON NOVEMBER 18, 1986, AT APPROXIMATELY 0218 UTC  
(Universal Time Coordinated - November 17, 1986  
Alaska Standard Time, 6:18 p.m.)

0219:15 JL1628 Anchorage Center, Japan Air sixteen twenty eight; ah do you have any traffic, ah seven o'clock above?

0219:32 R/D15 Japan Air sixteen twenty eight heavy; negative.

0219:36 JL1628 Ah, Japan Air sixteen twenty eight; roger and, ah we insight-ah-two traffic-ah, in front of us one mile, about.

0221:19 R/D15 Japan Air sixteen twenty eight heavy; Sir if your able to identify the type of aircraft, ah-and see if you can tell whether its military or civilian.

0221:35 JL1628 Ah, Japan Air sixteen twenty eight; we cannot identify ah, the type, ah but, ah we can see, ah navigation lights and ah, strobe lights.

0221:48 R/D15 Roger sir, say the color of the strobe and beacon lights?

0221:56 JL1628 The color is ah, - white and yellow, I think.

0223:37 R/D15 Ya, could you (ROCC) look ah, approximately forty miles south of Fort Yukon, there should be a code up there of one five-five-zero. Can you tell me you see a primary target about his position?

0225:02 R/D15 Japan Air sixteen twenty eight heavy; roger. Sir, I'm picking up a-ah, hit on the radar approximately five miles in trail of your six o'clock position, do you concur?

0225:12 JL1628 Ah negative, ah eleven o'clock, ah eight miles, ah same level over.

0225:43 ROCC Okay, I've got your squawk. It looks like I am getting some surge, primary return, ah I don't know if it's erroneous or whatever but...

---

JL1628 = Japan Air Lines flight #1628

R15 = Controller position, Anchorage Air Route Traffic Control Center

D15 = Controller position, Anchorage Air Route Traffic Control Center

ROCC = (Military) Regional Operations Command Center

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0225:50 R/D15 Negative, uhuh, it's not erroneous. I want you (ROCC) to keep a good track on there, and if you pick up a code, and verify that you do not have any aircraft operating in that area military.

0225:57 ROCC That is affirm. We do not have anybody up there right now, ah. Can you give me the position of the primary your receiving?

0226:03 R/D15 Okay, I'm not. I'm ah, picking up a primary - approximately five zero miles, south, right up there - right in front of the ah, one five five zero code.

0226:18 ROCC Okay, I've got him about his-ah, oh-it looks like about, ah-ten o'clock, at about that range, yes.

0226:25 R/D15 Alright keep an eye on that, and ah-see if-ah, any other military (unintelligible) in that area.

0227:53 ROCC It is an unknown, okay, we've lost contact with it now.

0230:56 JL1628 It's ah, I think ah, very quite big ah, plane.

0231:48 R15 Are you (Fairbanks FAA tower) pickin up a primary target right with that aircraft?

0231:58 FBKS Ah, no. It's (the JL1628) the only target I see there.

0232:04 R15 If you see a primary with it, keep your eye on it. And he should be at three five oh(zero)also.

0232:05 FBKS Alright, very good, we're watching.

0232:07 JL1628 Japan Air sixteen twenty eight, ah request descent.

0232:20 JL1628 Japan Air sixteen twenty eight, request three one zero.

0232:25 R15 Japan Air sixteen twenty eight heavy, understand, requesting flight level three one zero.

0232:41 R15 Japan Air sixteen one er correction sixteen twenty eight heavy, descend at pilot discretion-maintain flight level three one zero.

0232:45 JL1628 Leaving three five zero to three one zero.

0232:58 R15 Japan Air sixteen twenty eight heavy, do you still have your traffic?

0233:00 JL1628 Still, ah, coming ah, ah, right formation, in ah formation.

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0234:52 R15 Japan Air sixteen twenty eight heavy, understand your traffic is over Fairbanks at this time.

0234:56 JL1628 Affirmative - - ah request heading two one zero.

0235:02 R15 Japan Air sixteen twenty eight heavy, roger. Deviations approved as necessary for traffic.

0235:24 D15 Approach center (Fairbanks FAA tower) on the sixty one line.

0235:27 FEKS Approach.

0235:30 D15 Look at your radar. We got a Japan Air one six two eight, ah-he's deviating. He's about ah-five miles north of Fairbanks V-O-R squawking one five five zero.

0235:39 D15 Do you have any traffic with him? He sees traffic, he was deviating.

0235:44 FEKS Ah - ya, no we don't. I don't see anything there aside from his, ah-his target.

0236:12 JL1628 Ah-Anchorage Center; Japan Air one six two eight, request direct ah-Talkeetna.

0236:18 R15 Japan Air sixteen twenty eight heavy, cleared direct Talkeetna, and in-ah-advise me of your position of your traffic?

0236:24 JL1628 Ah, same po, same position.

0236:37 R15 Japan Air sixteen twenty eight heavy, ah-sir I'm gonna request you to make a right turn, three six zero degrees, three hundred and sixty degree turn, and advise me what your traffic does then.

0236:47 JL1628 Right turn, three sixty.

0237:23 ROCC Okay. We have, no, we have confirmed, we have no military aircraft working up there.

0237:25 D15 Okay thank you very much.

0237:29 D15 You have no traffic at all?

0237:30 ROCC That's correct, does he (JAL-1628) still have somebody visual?

0237:32 D15 He says he does.

---

FEKS = Fairbanks Airport FAA Approach Control (Tower)

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0237:55 R15 Japan Air sixteen twenty eight heavy. Sir, does your traffic appear to be staying with you?

0238:00 JL1628 (unintelligible) just looking.

0239:01 R15 Japan Air sixteen twenty eight. Say again?

0239:04 JL1628 It ah-disappeared. Japan Air sixteen twenty eight.

0239:58 ROCC Ya, this is one dash two again. On some other equipment here we have confirmed there is a flight size of two around your one five five zero. Squawk one primary return only.

0240:05 D15 Okay, where is he following him?

0240:07 ROCC It looks like he is, yes.

0240:10 R15 Japan Air sixteen twenty eight heavy; roger. At your discretion proceed direct Talkeetna, Jay one two five Anchorage. (J125 = air route)

0240:23 R15 Japan Air sixteen twenty eight; roger. Sir, the military radar advises they do have a primary target in trail of you at this time.

0240:24 D15 Okay do you have anybody you can scramble up there?

0240:30 ROCC I'll tell you what, we're gonna talk to your liaison sir about that.

0240:35 R15 Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.

0240:51 ROCC Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.

0240:54 D15 Okay.

0240:13 R15 Roger sir. Would you (JAL 1628) like our military to scramble on the traffic?

0240:17 JL1628 Negative, negative.

0242:04 JL1628 Anchorage Center. Japan Air sixteen twenty eight. Confirm direct to Talkeetna, three one zero.

0242:09 R15 Japan Air sixteen twenty eight heavy; affirmative. Direct Talkeetna and descend at pilot's discretion, maintain flight level two five zero.

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0242:24 ROCC It looks like he, he-ah-offset left, and then possibly fell back in-trail. However, I can't see him now, I can't pick him out.

0242:29 D15 Okay thank you very much S-R.

0244:13 R15 Japan Air sixteen twenty eight heavy. Do you still have the traffic?

0244:17 JL1628 Ah-affirmative. Ah-nine o'clock, ah, ah.

0244:39 R15 United sixty nine, Anchorage request.

0244:41 UA69 Ah, go ahead, United sixty nine heavy.

0244:43 R15 United sixty nine heavy. Sir, I've got a Japan Air seven forty seven presently in your eleven o'clock position and one hundred and one, correction, one, one, zero miles, and he has traffic (unintelligible) I'll keep you advised, ah-when you're closer to him I want you to see if you see anything with him.

0245:04 UA69 Okay fine, ah-we'll look for ya.

0245:49 R15 United sixty nine heavy. In your eleven o'clock position, one, zero, zero miles, southbound, is a Japan Air, seven forty seven. He is at flight level three one zero. Says he has traffic at his nine o'clock position same altitude.

0246:06 UA69 We'll be looking, that's ah-ah, can't see anything yet.

0246:59 R15 Japan Air sixteen twenty eight; roger. I'm gonna have a United aircraft get close to you and take a look, ah-to see if he can identify your traffic.

0247:06 JL1628 Thank you.

0247:09 R15 United sixty nine heavy, turn ten degrees left, radar vectors, ah-to see traffic.

0248:31 R15 Japan Air sixteen twenty eight heavy. Say the position of your traffic.

0248:34 JL1628 Ah-now, ah-ah-moving to ah-around ten mile, now-ah-ah-position-ah-seven, ah-eight o'clock, ten mile.

0248:52 R15 Japan Air sixteen seventy eight heavy; roger.

---

UA69 = United Airlines flight #69



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0249:52 R15 United sixty nine heavy; roger. The Japan Air says the traffic is in his seven to eight o'clock position and one zero miles in-trail.

0250:00 UA69 Okay, we're lookin.

0250:05 UA69 Why don't you get us a little closer?

0250:07 R15 United sixty nine heavy; roger. Another additional ten degrees left.

0250:14 UA69 Roger, United sixty nine.

0250:46 R15 United sixty nine, that's what he says. Japan Air sixteen twenty eight heavy, say the position of your traffic now.

0250:52 JL1628 Ah-now distinguishing but, ah-ah-your I guess, ah-twelve o'clock below-ah-you, over.

0251:32 UA69 Ah, Center from United ah sixty nine. Ah-the-ah-Japan Airliner is silhouetted against a-ah-light sky. I don't see anybody around him at all. I can see his contrail but I sure don't see any other airplanes. Do you see him?

0251:49 R15 United sixty nine heavy, ah-negative sir. We got just a very few primary hits on the ah-target and then ah-we really haven't got a good track on him ever.

0252:31 TOTEM If you want we've got extra gas we could bop up another five or six thousand feet and turn around.

0252:36 R15 Totem (military C130 flight) seven one, ah roger sir. If you'd like ah-standby, ---- Totem seven one, turn ah-right, heading two five, correction turn right, heading two seven zero, radar vectors to intercept.

0253:10 R15 Japan Air sixteen twenty eight heavy, descend at pilot discretion, maintain flight level two five zero.

0253:13 JL1628 Japan Air sixteen twenty eight, ah-pilot's discretion, maintain ah-ah-two five zero, so-ah-ah-I cannot, I couldn't see ah-U-F-O, over.

0253:27 R15 Japan Air sixteen twenty eight heavy. Understand you do not see the traffic any longer.

0253:31 JL1628 Affirmative.

0254:04 TOTEM Okay sir, we're searching this time, we think we have him.

---

TOTEM = Military C130 aircraft

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0254:09 R15 Japan Air sixteen twenty eight heavy, flash your landing lights please.

0255:25 TOTEM Ah, yes sir, we've got him insight.

0255:35 R15 Totem seven one, do you see any traffic in his vicinity?

0255:38 TOTEM Not flashing any lights at this time sir.

0323: JL1628 landed at Anchorage International Airport (approximate)

Paul Steucke  
FAA Public Affairs  
701 C Street, Box 14  
Anch. AK 99513

March 5, 1987

### UNCORRELATED RADAR SIGNALS

Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target".

This electronic phenomena is not unusual according to Steucke who said, "It is unfortunate that the uncorrelated target phenomena occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you have a Captain that is reporting "other traffic" in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday morning quarterbacking" with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena.

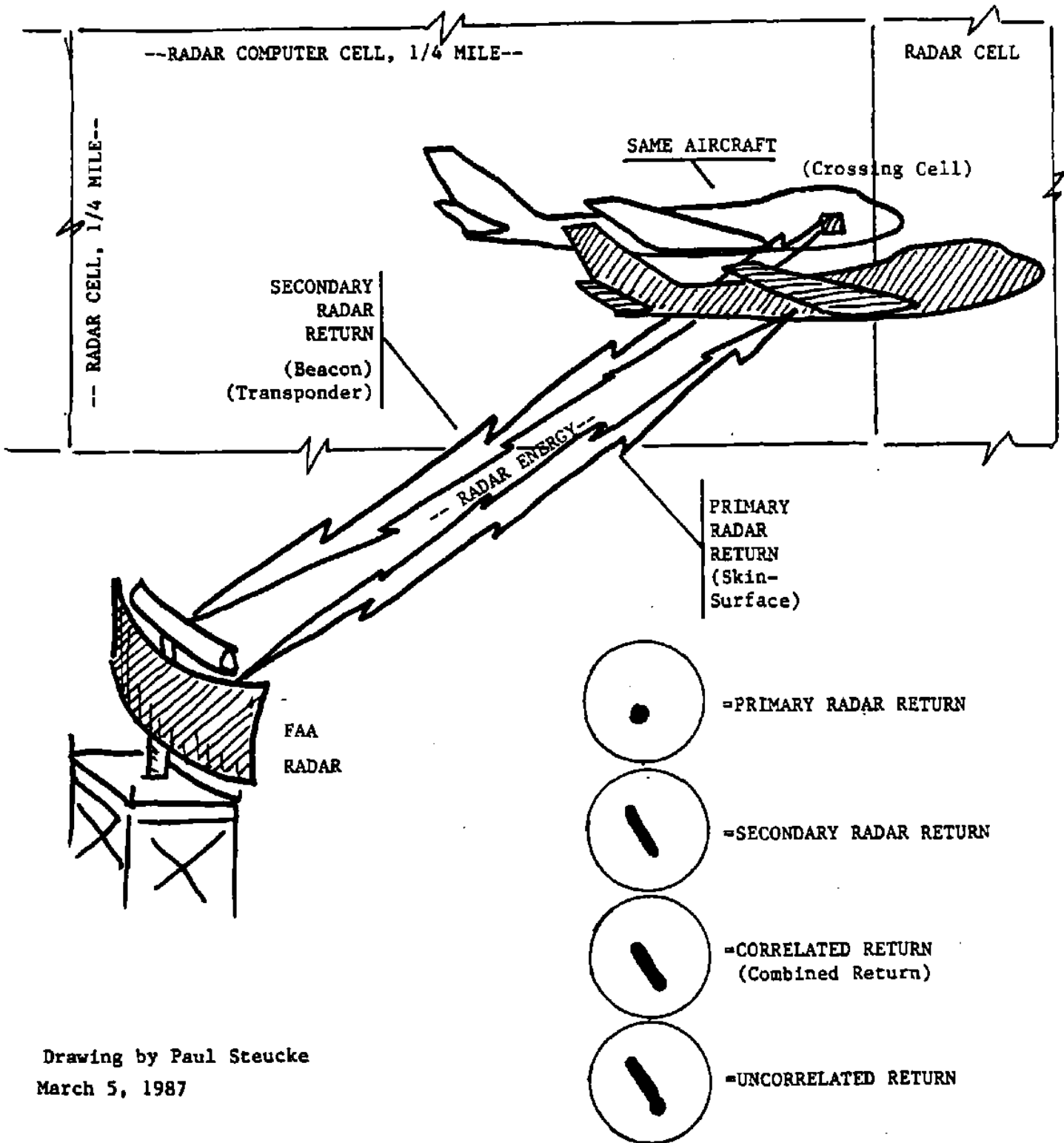
FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location.

# # #

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# UNCORRELATED RADAR SIGNALS

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke  
March 5, 1987



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: INFORMATION: Description of Radar Split Image;  
AAL-5 Memo of 2/5/87

Date FEB 27 1987

From: Manager, Airway Facilities Division, AAL-400

Reply to  
Aith of

To: Public Affairs Officer, AAL-5

This letter transmits our analysis of the radar targets associated with JAL flight 1628, on November 17, 1986, and supplements discussions we have had regarding what has been referred to as "split images".

We concur with the interpretation provided to you by the Alaskan Region Air Traffic Division.

The attached Analysis of Uncorrelated Primary and Beacon Targets by Dennis Simantel covers the subject in more detail, and addresses the questions raised in your letter.

Paul, I appreciate the team approach you have taken to more fully understand a complex issue. The issue is an excellent example of how "interdependent" we are. If we can provide any more information, please do not hesitate to call.

David F. Morse

Attachment

RECEIVED

27 FEB 87 1 4 25

ANALYSIS OF UNCORRELATED PRIMARY  
AND BEACON TARGETS  
(JAL-1628, 11/17/86 AKST)

Approximately 61 minutes of data was extracted from the EARTS CDR printouts relating to the November 18 incident involving JAL-1628 and the alleged UFO sighting.

Review of the data involving this incident did not show any abnormalities that could be associated with any type of target as indicated by the pilot of JAL-1628.

Radar returns from the aircraft and surrounding terrain vary with the different segments of the flight, but are considered normal for the area.

Returns relating to the incident can be categorized as three types: primary radar reinforced by a beacon reply (primary radar returns and beacon returns are both evident in the same 1/4 mile range cell), beacon only reply and beacon with an associated radar reply. Seventy-two percent of the replies were radar with beacon reinforcement (same range cell) which is normal for the Murphy dome radar system.

Approximately 25 percent were beacon only and of those that registered as beacon only, 90 percent of those had a primary only reply within 1/8 of a mile, either ahead or behind the beacon target (5 behind, 12 ahead).

These uncorrelated primary returns are not uncommon, due to the critical timing associated with the delay adjustments in the aircraft transponder for beacon systems and the target correlation circuitry within the radar equipment.

When an aircraft is being interrogated as it passes through the beginning of adjacent range cells the intricate timing between the two systems very often is off just enough to declare both a beacon and a radar target in different range cells, resulting in uncorrelated radar replies.

The data derived from the JAL-1628 flight is representative of the data from another aircraft in the same general area and is considered normal.

February 25, 1987

**DS**  
Dennis R. Simantel  
ZAN-AAL-ARTCC

CONCUR: *David F. Morse, AAL-904*

Paul Steucke  
FAA, Public Affairs Officer  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513

March 5, 1987

### LACK OF "SCIENTIFIC" INVESTIGATION

The Federal Aviation Administration has a number of employees who do scientific research with regard to aircraft, aviation, and related electronic equipment. The FAA does not have the resources or the Congressional mandate to investigate sightings of unidentified flying objects.

We have not tried to determine what the crew of Japan Airlines flight 1628 saw based on scientific analysis of the stars, planets, magnetic fields, angle of view, etc. We have received letters from several persons suggesting that we ask the crew and others a variety of detailed questions from a scientific viewpoint. This we have not done and do not intend to do. We reviewed the data that was created by our systems, the interviews that were done by FAA to determine the status of the crew and the aircraft, and have provided that information to the public.

The FAA has completed its investigation of JAL flight 1628, and does not intend to pursue it any further."

# # #

RECORD OF INTERVIEW WITH JAL CAPTAIN

S 5

Richard Gordon, Manager, FSDO-63  
Kenju Terauchi, Captain, JAL  
Frank Fujii, Interpreter, JAL  
Sayoko Mimoto, FAA Airways Facilities  
Mr. Shinbashi, Station Manager

On January 2, 1987, Inspector Richard O. Gordon, FSDO-63, and Japanese Interpreter Sayoko Mimoto, FAA Airways Facilities, interviewed JAL Captain Kenju Terauchi at JAL Operations, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by Captain Terauchi and his crew of an unidentified flying object. The following text is a record of the interview:

R. Gordon Think what I'm going to . . .

Garbled

R. Gordon I have a, oh, a few questions here, and I'll be glad to let you read them and it's just some clarification because I didn't do it, but one of the people that work for me, I'm the office manager over here at the FSDO, the Flight Standards Office. And Jack Wright, one of my people came over and met with the Captain the first night . . .

K. Terauchi Oh yeah.

R. Gordon Jack Wright gave you his card . . .

K. Terauchi Yeah.

R. Gordon Well then that's what Jack wrote down here. Well when they came I was out of town, I was in Washington DC, but when I came back, then I asked a couple questions and then the Administrator is asking some questions and I said, well we don't know we didn't ask that, so they gave me that list of questions right there, and we'll just address them along the way and then talk about them.

K. Terauchi Okay.

R. Gordon And it's almost reiterating what we've been through already on this thing.

K. Terauchi Sometimes, sometimes.

F. Fujii Reiterating questions, but, was this the first experience, Captain?

K. Terauchi No, third time.

R. Gordon This is the third time that ah that you've seen, where, in the same area or . . .



K. Terauchi No, no, no . . . um, ah I saw, um, mothership. Taipai, Kushung, Formosa, south of Formosa.

R. Gordon Around, near Formosa.

K. Terauchi Yeah ah no

F. Fujii This Taipai mainland China

R. Gordon Uh uh

K. Terauchi And Taipai, Kushung is here, so ah this cargo flight ah I took off ah 2 am midnight, after midnight, after takeoff. When we start climb we saw left-hand side big mothership, but ah . . . it was so wierd, I ignored it (did not look).

F. Fujii Cause he wasn't feeling well . . .

R. Gordon No I can understand that, but that was the first time?

K. Terauchi Big Ship - yes and the second time ah, the, in my home I saw a sky clear daytime; ah, we can, we saw bright lights, I guess maybe ah 10,000 feet so ah . . . the light continued for about ten minutes.

F. Fujii The light continued for about ten minutes, so ah disappeared suddenly.

K. Terauchi It's ah I guess this one.

R. Gordon Okay now this one you saw off mainland China what timeframe did that happen, when did that happen?

F. Fujii What time was it?

K. Terauchi 2 am

R. Gordon When last month

Interruption

R. Gordon Okay, excuse me one moment, but ah . . . Okay Frank I was trying to figure out that first sighting last year or this year

K. Terauchi Five years ago

R. Gordon Oh five years ago, just trying to get the timeframe that we sighted these things ah, the next one was that we wanted to talk about . . .

F. Fujii Was it the first experience for the crew members?

R. Gordon First time for the other crew members, okay that's fine.

K. Terauchi I think it was the first time.

F. Fujii Who was the first person who saw it?

K. Terauchi It was me. I saw it in - inside.

F. Fujii What did you notice at first?

K. Terauchi During first time we saw light, I think a navigation light.

R. Gordon Ah ha, but you saw it visually first you didn't pick it up on radar or anything you just saw some light out there, okay and that really coincides with the air traffic statement, you called and said do you have any traffic in my area

K. Terauchi Yeah, yeah before, before, about six minutes before I saw this one so ah . . .

R. Gordon You were watching him for about five or six minutes before you called . . .

K. Terauchi Before I contact Anchorage Center

R. Gordon Ah ah, okay

F. Fujii Okay fourth question, what did you see exactly shape, light, and all, the shape, lighting, etc. . . .

R. Gordon Well if you can just explain these to me cause it looks like you've done alot of drawing here so it's not necessary for you to redraw all this stuff

K. Terauchi This light was amber and whitish, but, when it came to here it was only amber . . . white light. Why don't I understand.  
(Japanese) right

F. Fujii First of all it's like amber and whitish color, came closely it seems like all the output exhaust position of the jets, all these Challenger

R. Gordon Look like something like after burners . . . okay okay, like each . one of these was an individual exhaust

? Yes

R. Gordon Okay

K. Terauchi & F. Fujii So this light is special like (Japanese) when ah Challenger, yes like Challenger took off amount of flame going on, we can't see Challenger by this flame

R. Gordon      Okay, yes

K. Terauchi    But this one is nozzle direction (Japanese)(garbled) we couldn't see this light this direction we could see big flame

R. Gordon      Maybe we're saying then if you're looking at the back of it and then when it turns sideways this doesn't show. Okay I understand.

F. Fujii        From the forward you could see the flame and the exhaust and flame were surrounding it.

R. Gordon      Okay

F. Fujii        So maybe ah, I - I think ah, um exhaust started (garbled)

R. Gordon      Being okay these things here, maybe being each one of these things here, so these were maybe stacked, in otherwards if you were looking at the top view down, you would just see one if you come around here you would see all of those lights. Okay yeah

K. Terauchi    So if they moved up or I guess this ah exhaust moved to ah, this way down so finally five years ago I saw the rocket.

R. Gordon      Maybe that would account for that bright light he saw five years ago. In otherwords if these turned down you couldn't see them and then when it looked like it moved over here some over here turned up and then you could see them where it looked like it moved over there? So you're saying . . .

K. Terauchi    Anyway ah (Japanese) right (Japanese) . . . Talk to me . . . Could not see but only here and here . . . and this, here, dark area, I saw sparks, like fire. When using gasoline or carbon fuel. You can see a great big flame, but I could not see (flame) at all in this angle, although there was a big blast.

F. Fujii        Seems like it's really high technology because you can't see anything over here unless it's spinning rotation.

R. Gordon      Yeah, okay, yeah, somebody said sometimes the sparks kick over into that and you could see the exhaust, now with ah that in mind this other picture you have here, where would this be on this thing captain?

F. Fujii        What you're asking him where this (garbled) . . .

K. Terauchi    Quite different, this is just small space ship, this one size of carrier, two times carrier so mothership, so ah after they flew with us three ah five minutes like home mission, then move to a mothership. So then I found mothership light, but this is not light, all engine, because ah we have contact seven or eight mile here, so we saw this first lights, so um after light contact ah they move behind so we saw this pairs of light, so we saw this light same size, this one, same size.

R. Gordon Same distance apart . . . Now do you think that was just the mothership and then these little things were . . .

K. Terauchi But, yes, that right

R. Gordon I mean they were moving along, at that time where were these lights, captain?

F. Fujii (Japanese) disappear

R. Gordon Okay, okay

K. Terauchi Then we find this light, so I think this one is light, but I think now this is engine, so ah, same type of engine, the same logic . . . the same type of engine. This one and this one, the same logic, this point and this point are the same just bigger in size. This is the small one so it looked like this, but the bigger one, I could not see but only here, small size, big size, same technology. Yeah

R. Gordon Oh, oh

F. Fujii The mothership seems like it, he said that, this, this, same technology, type of engine

R. Gordon Well they're alot, much larger.

K. Terauchi Yes, much larger . . .

R. Gordon So this right here would be ah, sitting . . .

S. Mimoto No, this light is sitting here

K. Terauchi Yeah, yeah, yeah, yeah, yeah, yeah, yeah . . .

R. Gordon . . . Only much larger (garbled)

K. Terauchi Yeah much larger, much power. But, this color is white uh . . . it's ah um dark white pole . . . weak light . . . (unintelligible)

R. Gordon Maybe because it's so much bigger.

K. Terauchi Yeah

R. Gordon Now this distance, now you were speaking of these were fairly close uh?

K. Terauchi Hum uh, ah distances is ah, ah, not this, this one ah, 500, ah. between 500 and 1,000 feet.

R. Gordon Okay, out from you, and then it took off and went out here and maybe this is, ah, you said five to seven miles or something on the radar.

K. Terauchi A no, seven, seven or eight miles.

R. Gordon Okay seven or eight miles, that's what they were saying on the radar.

K. Terauchi Yeah, this later, so we saw about seven or eight miles . . .

R. Gordon Okay

K. Terauchi And, 60 degrees left . . .

R. Gordon Okay

K. Terauchi So out in here small ship is disappear.

R. Gordon Okay, I understand, now lets (unintelligible) what else, see if I forget anything, visual was a first, what, you showed me exactly what you saw. Visually sighting, you saw it first uh?

K. Terauchi First

R. Gordon Okay

F. Fujii And (unintelligible) probably how long had you contacted the target.

R. Gordon No that's what we were saying, five to six minutes before you called ATC.

K. Terauchi Yeah, yeah, yeah, yeah, yeah, yeah, that's right.

R. Gordon Okay, did the other crew have trouble sighting the object?

F. Fujii Did the rest of the crew see the lights?

K. Terauchi (More Japanese) So I tried to fix it, but I ah, failed.

Laughter

K. Terauchi Just, shutter was open, did not close, so . . .

F. Fujii Yes every crew has seen it.

R. Gordon Okay all the crew members they did see it. Okay. Laughter . . .  
Yeah that's what I would do (more laughter)

F. Fujii What type of onboard radar?

R. Gordon Yeah, what type of radar was onboard, that ah ?

K. Terauchi It was the kind, ditigal, but I don not know.

R. Gordon Digital color?

K. Terauchi Yes colored, digital . . .

R. Gordon Okay, fine, yeah, that's all we need! I don't need to know numbers. Ah did the target appear on the radar as unusual or, or solid target or intermitt . . .

F. Fujii Was it clear?

K. Terauchi Clearly, clearly . . .

R. Gordon Very clearly

K. Terauchi But, ah, ah, strong, ah return signal is strong in case of a storm, show ah red, and next yellow.

R. Gordon Okay

? The, but weak is green . . .

R. Gordon Right.

K. Terauchi So ah is green light.

R. Gordon It showed green . . .

K. Terauchi Green

R. Gordon Okay, yeah, that's, that's where even some of the stuff could get through it, like when you take a picture of a cloud on the radar . . .

K. Terauchi Oh yeah . . .

R. Gordon If it's green, but if it's got heavy rain in it or thunderstorm in it then it shows red . . .

K. Terauchi Yes, yes

R. Gordon So it's light green, maybe the waves can go through this thing. Okay so it showed green on the radar, on the color radar.

F. Fujii When did you pick it up, the radar?

K. Terauchi Time? Time?

F. Fujii Time, is it by time, when?

R. Gordon Oh after, how long after you saw it with your eyes did you pick it up on the radar?

K. Terauchi Okay ah, um seven minutes, five minute, makes it twelve minutes, so, ah, fifteen minutes after contact.

R. Gordon Fifteen minutes after you visually contacted it, okay, okay.

K. Terauchi Yeah, fifteen minutes . . . when ah . . .

R. Gordon See, it just says did you paint anything that's did you see anything else on the radar, weather or anything else . . .

K. Terauchi No, no, nothing.

R. Gordon Just that target . . .

K. Terauchi Yeah, yes, yes.

R. Gordon Okay, okay . . . The only thing we saw on the radar then was that target

F. Fujii How about the aircraft, any turbulence?

K. Terauchi No, ah, no

R. Gordon No, no turbulence, no turbulence at all, okay. Autopilot stayed on all the time.

K. Terauchi Yeah . . .

R. Gordon Okay

K. Terauchi Working good

R. Gordon Good, (laughter)

F. Fujii Now how about communications, navigation, or interfering of any sort . . .?

K. Terauchi This ah small aircraft near the here, so ah all the way VHF transmit on (unintelligible) with ah some we got a like some kind of . . . like ah, jamming.

R. Gordon Some kind of interference?

K. Terauchi Interference.

R. Gordon On the VHF?

K. Terauchi Yes then this one leave for mothership . . .

R. Gordon Ah ha

K. Terauchi Back to normal(?)

R. Gordon Okay, did you say it's like German talking uh?

K. Terauchi Yeah, yeah, yeah.

R. Gordon Okay

S. Mimoto Was it's sound like speaking in German, or just jamming noise?

K. Terauchi It was just noise, sounded zaa, zaa

R. Gordon Oh just noise . . . Okay, okay I misunderstood you, I'm glad you brought that out.

K. Terauchi Normally when you can hear clearly it is digital 5. 5, 4, 3, 2, 1 - but it was about 2.

F. Fujii You know five by five radio communication

R. Gordon Oh yeah uh hu, okay sure

F. Fujii It was like two . . .

R. Gordon Okay okay, like two

K. Terauchi Sometimes missing, sometimes missing.

R. Gordon Like, almost like, ah, background noise?

K. Terauchi Yes, yes.

R. Gordon Okay, and then when it, when the little small lights departed the noise went away, then back to real clear communications?

K. Terauchi Yes, that's right.

R. Gordon Okay, fine, ah, lets see, I'm going to come back to thirteen, because ah . . .

F. Fujii Okay

R. Gordon What was there any question?

F. Fujii Did you see any reflection on the glass (window)?

R. Gordon Inside the cockpit, was it dark, all the light off inside the cockpit?

K. Terauchi Oh ah, dark yeah, yeah, yeah.

K. Terauchi Therefore, there was not reflection of inside. No reflection from inside. So when I took the camera bag, finding the object, all the lights were turned off, made room dark - cargo room and passenger room, there was nothing to reflect.

F. Fujii We have ah, on a cargo plane we have a back lounge.



R. Gordon     Yeah, I'm familiar with it, yeah I've been on there.

F. Fujii      So he turned the light off on that, because they were trying to take a photo.

R. Gordon     Okay, okay

F. Fujii      So the (unintelligible) was dark.

R. Gordon     Okay, that's good, I just wanted to make sure that everything in the cockpit you know, you see something and then you turn the light cause, me being a pilot, normally when I see something out there I'll turn the lights off and get everything dark inside.

K. Terauchi   Yes that's right.

F. Fujii      When you changed you aircraft position, did they make any special moves?

K. Terauchi   No, they didn't. See here, I began to circle 360 degrees, they stayed at the same position with us.

F. Fujii      Uh uh, same position

K. Terauchi   Same position, same position, same position all the way (unintelligible)

R. Gordon     Okay following you right around uh?

K. Terauchi   Yes

R. Gordon     And it was here, and then here, and here, and here, and then you rolled out and it was right there, okay.

K. Terauchi   So ah, ah, I tried next, ah, descent, 3, 5, 0, 3, 1, 0.

R. Gordon     Ah ah, okay, 3, 1, 0, when you descended to 3, 1, 0, still there uh?

K. Terauchi   Yeah, same formation, uh formation descent . . . formation descent. It was impressive, the same formation, smooth!

R. Gordon     Okay

K. Terauchi   We, we used autopilot when descending, so (unintelligible).

R. Gordon     Okay, yeah, yeah went right down with him, okay uh . . .

F. Fujii      Can we go to the next one?

R. Gordon     Sure, yeah, I was just was 'ah . . .

F. Fujii Size, estimate, ah, size

K. Terauchi (More Japanese) Two times, or ah, I guess ah . . .

F. Fujii (unintelligible) seven four seven

R. Gordon Okay

K. Terauchi So ah, size is ah, carrier . . .

R. Gordon Ah uh, in other words this being the jumbo jet was about as big as just the light . . .?

K. Terauchi See this is the jumbo jet. 1.5, two times this light.

R. Gordon Okay, okay, I have . . . so the side light on this thing was about, the jumbo is about two to two-and-a-half time the size of this light, so when you stack 'em up, you . . .

K. Terauchi Yeah, yeah, yeah . . .

R. Gordon . . . were saying about two times as big as an aircraft carrier.

K. Terauchi Yeah, yeah, yeah.

R. Gordon Okay

K. Terauchi It felt like this big - (he made a circle by using his fingers); seven to eight miles away and it was this big. Normally, an air carrier is seven - eight miles away, it looks like this.

F. Fujii Seven or eight miles away, usually the aircrafts are like this . . .

R. Gordon Ah uh, okay

F. Fujii About this big so . . .

R. Gordon Okay

F. Fujii . . . with his estimate.

R. Gordon So he's kinda comparing it to another jumbo jet?

F. Fujii Yeah, yeah . . .

R. Gordon Okay

S. Mimoto (More Japanese) Tremendous

R. Gordon Oh yeah (laughter), boy, okay

F. Fujii Go for this size here, this one.

R. Gordon      Yeah, let's see what would you estimate the size of the small ships to be?

K. Terauchi    Ah . . . (unintelligible), up here equal to (unintelligible) we saw, ah, second (unintelligible), square, but I saw this on here, ah here, for so I guess this one is maybe separate, separate, then move to here. So ah, ah, (Japanese).

R. Gordon      Right, yeah, ah uh.

S. Mimoto      if this one was two stacked together, how large was one?

K. Terauchi    This here ah fuselage, fuselage of DC-8, DC-8 fuselage.

R. Gordon      DC-8, okay . . . yeah ah uh, in other words this part right here would be like fuselage of a DC-8.

K. Terauchi    Oh yes . . .

R. Gordon      Like this . . .

K. Terauchi    Yeah, yeah, yeah . . .

R. Gordon      Okay

K. Terauchi    Maybe, maybe about like this

R. Gordon      Uh ah, yeah I understand, okay, I got it. That's good.

F. Fujii        Any other lighted or unlight objects, any other lights?

K. Terauchi    Yeah, we saw ah, some unusual light from ah, top of mothership.

R. Gordon      Uh ah

K. Terauchi    Ah, it was not regular, but - not regularly, but white - silverish lights, not in equal span of time, but occasionally flashed, irregularly lighted at all times.

S. Mimoto      Occasional flash

K. Terauchi    Flash, flash

R. Gordon      And since I've got this on tape, if you will help me later, you know when we write this down, because I can't remember all this stuff. Thank you.

K. Terauchi    (Japanese) First time we cannot see ah, this (unintelligible) so ah, ah, we saw this light, this light, and . . .

R. Gordon      Ah uh, okay, thank you very much.

F. Fujii (Japanese) No ah magnetic

K. Terauchi No ah no . . .

R. Gordon No gages, or the instruments or the RMI on everything stayed okay, no magnetic disturbances? Okay. Ah, did the intensity of the objects lights change? I think he just explained that didn't he on that ah . . .

S. Mimoto (unintelligible) you mean intensity of light?

R. Gordon No on this object here, did the, did the intensity of these lights change, and I think he just explained that, ah . . .

F. Fujii You mean by distance, right?

R. Gordon No the intensity, the brightness of the, ah . . .

S. Mimoto (unintelligible)

F. Fujii Did the intensity of lights change?

K. Terauchi No, it did not change.

R. Gordon They didn't change, huh?

K. Terauchi Steady, steady.

R. Gordon Okay, the intensity was steady?

K. Terauchi Yes

K. Terauchi Visibility ah, more clear, all the way clear, clear sky.

R. Gordon Okay . . .

K. Terauchi Clear sky

R. Gordon How about visibilty? What would you estimate, you know when you're coming down from up there where we enter over Alaska where you come off the sea and hit Alaska, you come up a ways and then you can see Fairbanks out here, no problems seeing Fairbanks?

K. Terauchi When flying over Fort Yukon . . .

R. Gordon Fort Yukon, yeah.

K. Terauchi We can see ah Fairbanks and Eilsen Air Base.

R. Gordon Okay, yes, good, that's real clear, that's that's fine.

Shinbashi It was near full moon wasn't it?

K. Terauchi But we came this way. Full moon (unintelligible) Greenland, after we, we cross ah Greenland we saw moon right side (unintelligible) . . . but moon move to ah behind us so when crossing the Canadian, Canadian, ah, FLR (unintelligible) so maybe ah moon, ah stay near the horizon, so we couldn't use the moon light.

R. Gordon Ah uh, I understand.

K. Terauchi (Japanese)

R. Gordon So the moon was very low?

K. Terauchi Very low, very low, okay.

R. Gordon That's good, I appreciate you bringing that up, I didn't think about the moon, but that's good.

K. Terauchi Full moon, full moon, was very low, full moon.

R. Gordon Well that's good, I'm glad you folks did that, uh . . .

K. Terauchi So ah,

R. Gordon There's one last question . . .

? Yes

R. Gordon This, and it's just threw it in here, is there anything else that I didn't ask you that you could help us sort this thing out?

K. Terauchi Ah, yes, they

R. Gordon Frank, see how that tapes doing. We still got plenty?

F. Fujii Yes, ah uh.

R. Gordon That's good, because the mike is right there that's super.

K. Terauchi See it is recoil blasting, just a little bit high here, it is blasting jets, then if it was at the same altitude as we were, I assume they are using an atomic energy, there will be some radiation left on our aircraft. Also the other is, that air turbulence be created. So they did not want to leave any evidence of their existance. Also the reason, why they were there (position) is that they wanted to leave no evidence. See it is round, the air current goes this way (he is drawing a picture), see if they were at the same altitude, they would create air turbulence, but they never positioned when the air turbulence would disturb us.

R. Gordon Those are the small one now?

K. Terauchi Yeah. . .

R. Gordon The little one huh?

K. Terauchi (Japanese) . . .

F. Fujii That flight level right there does not leave any evidence, also if it on the same level, it would give this aircraft a little turbulence cause of this air.

R. Gordon You got no turbulence?

K. Terauchi No turbulence.

R. Gordon So it's just suspended there, really.

K. Terauchi (Japanese) Right

F. Fujii (unintelligible) leave the evidence. . .

R. Gordon Yeah, well that's what I'm saying, it's so moving, it's either so aerodynamic that it's not causing, so you're saying when he was right in front of you there was not turbulence and if you had been that close to another object that large you should have got some buffetting?

K. Terauchi Yeah

R. Gordon Okay, I understand

K. Terauchi The turbulence would assure their existence, therefore, they positioned themselves to here from the beginning.

R. Gordon Yes

K. Terauchi Certainly, ah approaching Fort Yukon, west side, this side east side, so ah (unintelligible)(Japanese) big mothership (Japanese), horizon, sunset, we caught up the sunset, two - three millimeters strip of it. Then there was the mothership. They never came to this side. Because of the sunset (if they came to the other side) they would be seen, their shape by us. They positioned themselves at the darkest side, difficult place for us to see. But see, our aircraft was in front of the sunset and visible for any movement we make. They took the trouble to position themselves to be in the darkest place. I think they did not want to be seen.

F. Fujii He thinks that they don't want, of course they don't want the ship to see it, so they go to the place where it's dark . . .

R. Gordon Yeah

F. Fujii . . . and because there's a sunset over here, and about one

K. Terauchi (Japanese) 0.1 ah, inch

F. Fujii About 0.1 . . .

R. Gordon Just right on the horizon, the sun was setting?

F. Fujii Yeah, yes. So they don't want to go toward the ship side, they stayed away from it.

R. Gordon Toward the dark side.

F. Fujii Yes

R. Gordon So that would have put them to the east like on the Canadian side you're coming down on your side (unintelligible) captain's side?

K. Terauchi Yes

R. Gordon Okay I understand.

K. Terauchi I think, perhaps, they have regulations like they must not be seen by humans. But it was a surprise to see the sudden appearance in front of us. If the machine was set automatically for the distance of eight miles away from us, the machine will not come closer than eight miles (but they jumped in front of us), so I felt there was a living creature in it. It jumped in front of us, very unusual. They took such unexpected action. Try the other one(?)

F. Fujii Seems like they're trying to stay away, I guess there's some kind of regulation for them to not be seen by . . .

R. Gordon Ah uh, I understand. I have one more question that came up that I was thinking; now when he departed, departed east? Is that what someone told me; which direction did, when he departed, went away?

F. Fujii Which direction did it take off to?

K. Terauchi I don't know. Probably to the east.

F. Fujii He thinks it's east, he's not really sure. He was looking at it and it just disappeared, so . . .

R. Gordon Okay, appeared that it went east, but it went so fast?

K. Terauchi So fast.

R. Gordon Okay

F. Fujii He was watching it and it just disappeared . . .

R. Gordon      Okay, fine. Well I can't think of anything else I need to ask you, ah, I really appreciate you taking time to talk to us, because it's very, very interesting and we need to see if we can figure out what is there, you know.

K. Terauchi    So ah, one things, they ah, completely they're controled of inertial and gravity. Yeah, so their technology was unthinkable. Unimaginable high technology.

F. Fujii        High tech.

R. Gordon       Oh yeah, it just sounds like it. All I can say is let's hope they're on our side . . . (laughter)

Shinbashi      This kind of information (unintelligible) before?

R. Gordon       No I can't, I haven't so that's why we're trying to get as much information as we have; we're going to send it back to Washington DC, and have them try to marry it up with anything like this before and then maybe we can say, oh, it happened here, or it happened here . . . .

K. Terauchi    Oh yeah

R. Gordon       . . . other sightings, we have a lot of stuff where pilots have had other sightings.

K. Terauchi    Oh yes

R. Gordon       So we don't know if these lights and all these pictures you drew; maybe they'll be the same and it happened in Arizona or New York or wherever, so we got a place in Washington DC, we'll put them all together and say is any two of them alike. But, but as we go through this thing I would be glad to keep you folks informed and, of what we find out, or if we find out anything, but I'll be glad to tell you and see how we're doing. Could I get those drawings, if you don't mind ah? I think that's all we need.

K. Terauchi    (unintelligible)

R. Gordon       Yes, yes, you could probably explain that with the thing you have drawn here. Now these are the same drawings?

K. Terauchi    Oh no, no, no

R. Gordon       Yeah

K. Terauchi    This one, this one, are the same.

R. Gordon       Same

K. Terauchi    So I like (unintelligible) .



R. Gordon I get a copy of that Frank? Could we take a picture of that, I would certainly appreciate it. Yes. Alright. I think that's all, can you think of anything we need.

K. Terauchi (unintelligible)

R. Gordon Yes, please if I could have one. Oh one thing, this track

K. Terauchi Oh yeah. This one is ah (unintelligible) so after this one is ah (unintelligible) this point ah . . .

R. Gordon Okay, right about the . . .

K. Terauchi This point, so we contact Anchorage Center here, so ah two or three minutes, proceed right direct to Talkeetna, so we flew this distance . . .

R. Gordon Okay from that point direct to Talkeetna and ah, and then some so you went about there you saw this thing.

K. Terauchi Yes, yes, I saw from here . . . so ah . . .

R. Gordon Okay, and then maybe five minutes later along here saying Anchorage do you have anything out there?

K. Terauchi Oh yeah, yeah, yeah

R. Gordon Okay I have it. To just about Talkeetna?

K. Terauchi No no, disappear 75 miles north of Talkeetna . . .

R. Gordon Okay 75 miles north of Talkeetna . . .

K. Terauchi Yeah, yeah

R. Gordon . . . it went away.

S. Mimoto The small one, not the mothership, were there many light?

K. Terauchi Oh yes, there were numerous lights. The exhausts on the engine were lined up all the way, but when they were blasting recoil jets were so strong I could not see it because it was so bright. Once the recoil blast stopped, the speed was absolutely steady, not faster or slower, and I could see them very clearly.

S. Mimoto Just one group?

K. Terauchi See there were two, appeared in front of us. Right here and right here . . . both exactly the same.

S. Mimoto Only two?

K. Terauchi All I saw was two.

R. Gordon Yeah, I got that out of that other one that there was two and then it went back to the mothership.

K. Terauchi Yeah

S. Mimoto I thought maybe there was more than two.

R. Gordon Oh I see, I'm glad you asked that. There were only two?

S. Mimoto Only two.

R. Gordon But one was larger than the other like there was two of 'em were stuck together, right?

S. Mimoto Then both are the same size, possible got (stuck) together later?

K. Terauchi Yes, possibly. The one I saw first, it was this long. See if they were stacked together at the beginning, one must have returned to the mothership soon after the separation.

S. Mimoto This (unintelligible)


R. Gordon Oh you saw that, and then they separated like they were together and then they came apart.

K. Terauchi (Japanese)

R. Gordon Ah uh, okay. Same thing, and make sure that I'm right here, that ah, ah airplane, first sighting, and say this is over here, then it would have . . .

S. Mimoto (unintelligible)

R. Gordon Okay, fine just so we know if someone asks us that question we can answer. Very good. Well I have a lot better understanding of what transpired than what we got out of a bunch of people when we talked, and I want to thank you folks for your time. I really appreciate it.

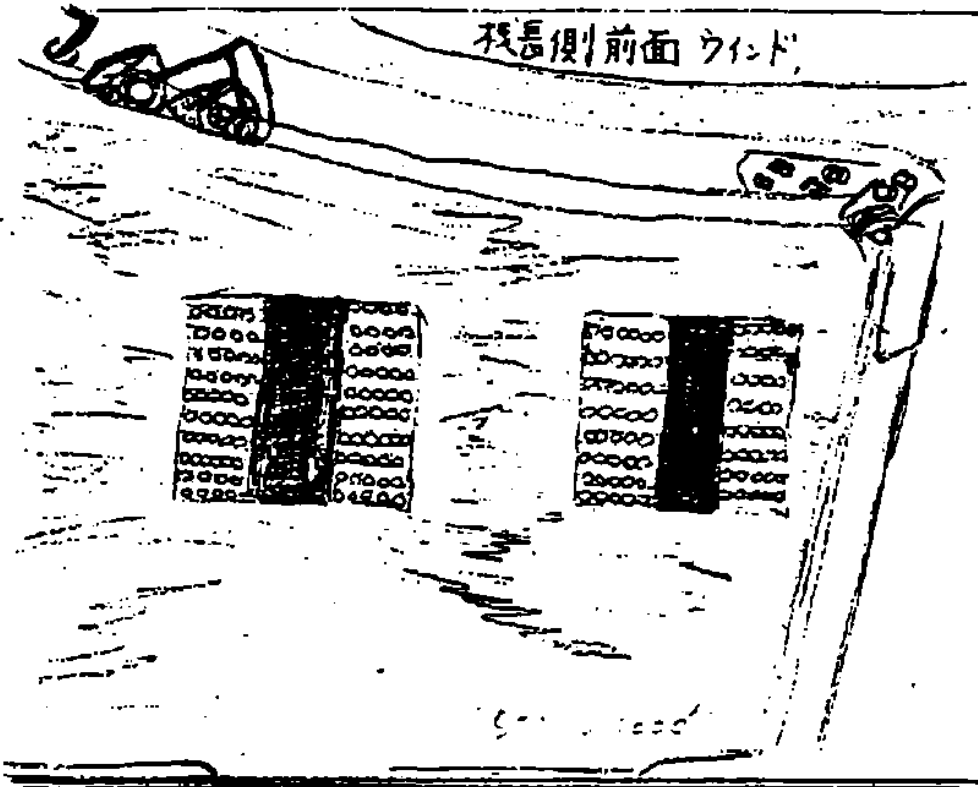
  
MR AL-FSDO-63



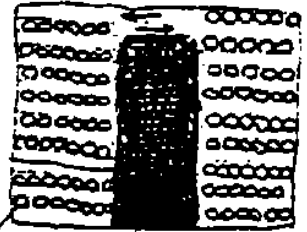


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機長側前面ウインド

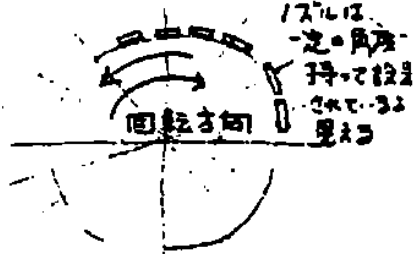


回転方向等印のF7に見え

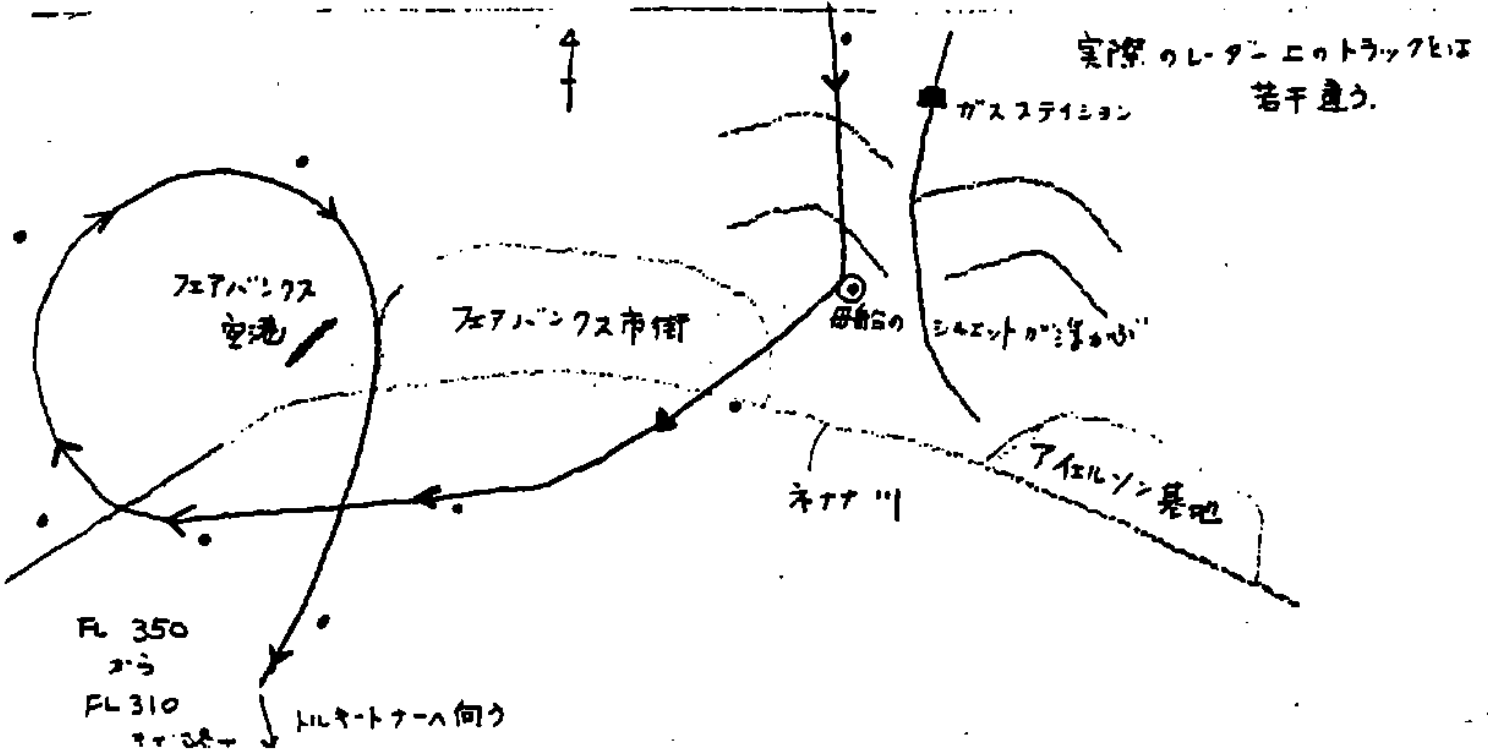


排気口 中央黒色部にて炭火の  
 飛びはねる感じあり

固定ではなくバリアブルコントロール  
 されている感じ



光について. 噴射方向の光は見えるが、ノズルが横を向くと全口見えなくなる  
 シェットエンジンのアフターバーナー使用中は明るく、まわりがぼんやり  
 見えるようになるが、全く本体は光にあてば浮かびあがらなかつた。  
 正面を向っている排気口は、常時アフター色の光はなっていた。  
 明るい

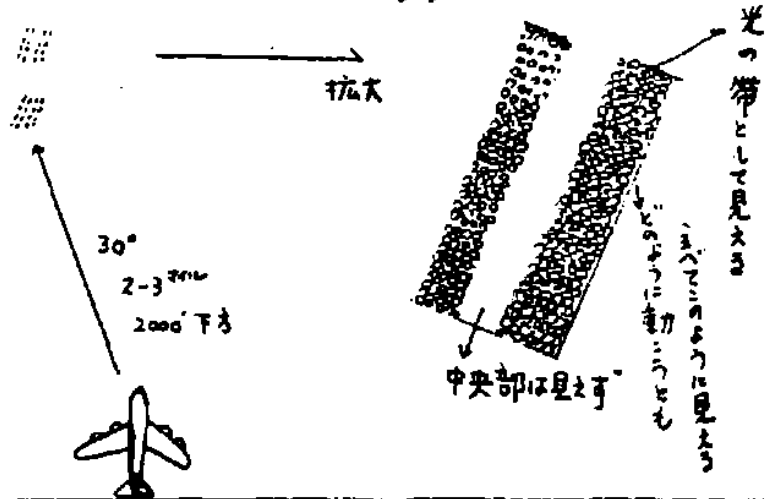




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最初に灯火と方位

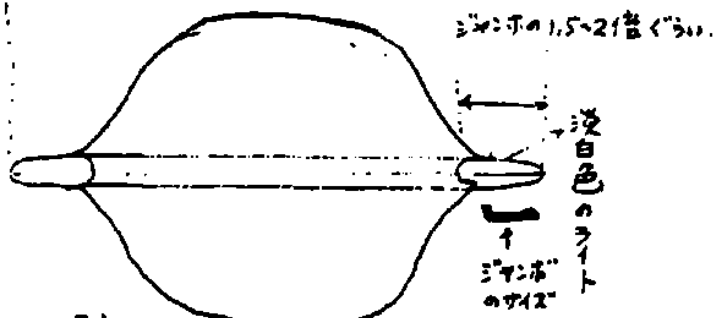
ヘアクリップのような  
長方形のスタイルを以てする



格好の灯火により浮び上がった  
母船のシルエット

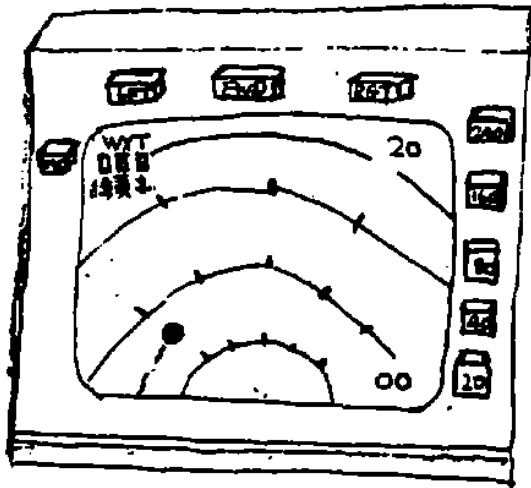
航空母艦甲板のアイズ

淡白色のライト



どの角度から見ても残りに見えるライトの  
間隔は同じであった、どの角度から  
左右のライトは見えた。

デジタル WX レーダーで補足した時の様子



レンジ 20 マイル  
 ティルト 0°  
 ア-8 マイルに  
 ターゲット  
 緑色の円

Meeting the Future by Kenju Terauchi

V. 12019,

TRANSLATED BY  
S. MIMOTO  
OF FAA ALASKA REGION

Page 1.

Once upon a time if a hunter saw a t.v., how did he describe it to other people? My experience was similar to this. The north of Alaska in mid-November you cannot even see the sun; the darkness continues until the middle of March. Flight JL 1628, B747 jumbo cargo encountered two spaceships and a Mother ship about 50 minutes above Alaska. There was no danger but it created many questions that a human being cannot answer.

Page 2.

So I am writing that experience down here. In mid-October, I was excited to hear the special flight. This special flight was to import special French wine from Iceland to Anchorage for approximately a 6 hour and 20 minute flight. It is an extremely short flight compared to most flights. It takes about two-thirds normal flight hours. There are only two landings at Kefurabik (sp.?) International Airport.

Page 3.

This particular flight was planned to stop at Iceland and increase cargo items rather than flying direct from Paris to Anchorage. However, since being wintertime if the condition of the runway was poor, we may have to reduce the cargo, therefore, everyone was paying special attention to the amount of cargo. The temperature of Kefurabik Airport in November is approximately maximum of 3 degrees C. and the lowest was minus 3 degree C.

Page 4.

Six of us Japan Airline employees arrived at Kefurabik Airport at midnight and three people welcomed us as usual. We headed on to a new hotel. The bed was extremely small. I understood why the down blanket was only 135 centimeters. We stayed only about 17 hours. The weather became good and the runway was not frozen and we left the Kefurabik at 2042.

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Co-employees are married, have children and are young. I am pleased that nothing happened. The ending of this encounter was very well. We worried because we do not know the purpose of the spaceship, but there is no immediate danger. What do you think about our experience? I hope we humans will meet them in the near future and confirm my experience.

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## MEETING THE FUTURE

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We took a flight course Southeast of Greenland direct to Chule(sp?) where a U.S. military base is by crossing the great icy highland midwest of Greenland.

The flight above Greenland, under a nearly full moon which was raising on the right front side of our aircraft helped visibility for the night flight. The flight was smooth despite the unstable air current that shook the plane for about two hours, but was still a rather stressless flight as compared to a passenger flight.

We aimed towards Single Point, on the north coast of Canada, by passing through the Canadian north polar regions and down southwest along an Arctic flight course. It was 4:25 p.m. Alaska time when we reported our location to Edmonton Center from above Single Point, Canada (68 degrees 55 minutes the North Latitude, 137 degrees 15 minutes West Longitude). It had become pitch-dark perhaps because the moon was directly behind us near the horizon. We received an order from Edmonton Center that we should contact the

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Anchorage Center when we reach above Pottat(sp?) where Alaska Territorial Air begins. Pottat locates approximately 480 miles, approximately 890 kilometers, North-northeast of Anchorage, 67 degrees 56 minutes North Latitude, 141 degrees West Longitude.

We began the communication with the Anchorage Center about 5:05 p.m. The flight course we had acknowledged was Jet 529, direct to Ft. Yukon and Jet 125 via Nenana, Talkeetna, Chaiger (sp?), and to Anchorage. The Anchorage Center ordered us to fly direct to Talkeetna, provided us transponder codes and placed us on a radar scope at the same time. The strange phenomenon happened immediately after we began left rotation, following the order of taking the direct flight course.

There was an unidentifiable light ahead of the rotation. We set the course toward Talkeetna and began level flight. Then we saw lights that looked like aircraft lights, 30 degrees left front, 2,000 feet (600 meters) below us, moving exactly in the same direction and with the same speed as we were. We were at the altitude of 35,000 feet (10,600 meters), flying speed was 900 kilometer per hour to 910 kilometer per hour.

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We ignored the lights, thinking probably they were special missioned aircrafts or two fighters because we did not notice the lights while communication (with the Anchorage Center?) or on prior visual inspection. However, the position of the lights had not changed even after a few minutes and that called our attention. The First Officer, Tameto(?), called the Anchorage Center and asked to report to us if there were any aircraft other than ours in the area. The Anchorage Center told us that there were no other aircraft in the North area. We immediately reported back that we were seeing aircraft lights. They again reported that there was no military aircraft and the ground radar did not show any aircraft but us. They also asked us several times if there were clouds near our altitudes. We saw thin and spotty clouds near the mountain below us, no clouds in mid-to-upper air, and the air current was steady and conditions were quite pleasant. Perhaps the controllers were concerned that an increased use of improved lazer beams using clouds was creating moving images.

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We kept observing the lights below us in left front, thinking it was ridiculous to have lazer beam testing at the end of a tundra area. Then the two lights began to move in a manner different from ordinary aircraft maneuvers, like two bear cubs playing with each other. We continued the flight South along a straight course since the distance from the lights was far enough from us and their movement was not extreme and we felt no immediate danger. I thought perhaps it is one of those things called UFO and taking a photo might help to identify the object later. I asked to bring forward my camera bag that was placed in the rear of the cockpit and began to take a picture. The area in which the plane was flying was unchanged but the lights were still moving strangely. I had ASA 100 film in my camera, mainly to take scenery and had auto-focus on, aimed at the object but the lens kept adjusting and never could set a focus. I changed auto-focus to manual-focus and pressed the shutter but this time the shutter would not close. Then our aircraft started to vibrate and I gave up taking a photo. I placed my camera back in the camera bag and concentrated on observing the lights.

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It was about seven or so minutes since we began paying attention to the lights, most unexpectedly two spaceships stopped in front of our face, shooting off lights. The inside cockpit shined brightly and I felt warm in the face. Perhaps firing of jets was the result to kill inertia of their quick high speed maneuver, but the ships appeared as if they were stopped in one place in front of us. Then three to seven seconds later a fire like from jet engines stopped and became a small circle of lights as they began to fly in level flight at the same speed as we were, showing numerous numbers of exhaust pipes. However, the center area of the ship where below an engine might be was invisible. The middle of the body of the ship sparked an occasionally stream of lights, like a charcoal fire, from right to left and from left to right. Its shape was a square, flying 500 feet to 1000 feet in front of us, very slightly higher in altitude than us, its size was about the same size as the body of a DC-8 jet, and with numerous exhaust pipes. The firing of the exhaust jets varied, perhaps to maintain balance, some became stronger than others and some became weaker than others, but seemed controlled automatically.

We did not feel threatened or in danger because the spaceship

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moved so suddenly. We probably would have felt more in danger and would have been prepared to escape if the spaceships were shaking unsteadily or were unable to stop themselves. It is impossible for any man-made machine to make a sudden appearance in front of a jumbo jet that is flying 910 kilometers per hour and to move along in a formation paralleling our aircraft. The ships moved in formation for about three to five minutes, then two ships moved forward in a line, again slightly higher in altitude as we were, 40 degrees to our left. We did not report this action to the Anchorage Center. Honestly, we were simply breathtaken. The VHF communication, both in transmitting and receiving were extremely difficult for ten or fifteen minutes while the little ships came close to us and often interfered with communication from the Anchorage Center; however, communication conditions became just as good as soon as the ships left us. There were no abnormalities in the equipment or the aircraft. I have no idea why they came so close to us.

Then again, there was a pale white flat light on the direction where the ships flew away, moving in a line along with us, in the same direction and same speed and in the same altitude as we were.

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Again, we began communicating with the Anchorage Center. We said that we could see a light in the 10 o'clock position at the same altitude and wondered if they could see anything in their radar. The Anchorage Center replied that they see nothing in their radar. I thought it would be impossible to find anything on an aircraft radar if a large ground radar did not show anything but I judged the distance of the object visually and it was not very far. I set the digital weather radar distance in 20 miles, radar angle to horizon. There it was, on the screen, a large, green, and a round object had appeared in seven or eight miles (13 kilometers to 15 kilometers) away, where the direction of the object was. We reported to the Anchorage Center that our aircraft radar caught the object within seven or eight miles in 10 o'clock position. We asked if they could catch it on the ground radar but did not seem they could at all. Normally it appears in red when an aircraft radar catches another aircraft. I wonder if the metal used in the spaceship is different from ours. While we were communicating with the Anchorage Center, the two pale white lights gradually moved to the left side and to left diagonally back 30 degrees as if they understood our conversation and then when they were beside our aircraft they totally disappeared from our radar.

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When they were in front of us, the ships were positioned slightly higher in altitude than we were, but now they placed themselves slightly below the horizon where it was most difficult for us to see. The distance between us was still about seven miles to eight miles visually. When we started to see Ft. Yukon diagonally below us at the right, the sun was setting down in the Southwest, painting the sky in a slightly red stripe, approximately two to three millimeters and gave a bit of light but the east side was still pitch dark. Far in front of us there were lights increasing from the U.S. Military Eielson Air Force Base and Fairbanks. The lights were still following us at exactly the same distance; however, it was too dark to identify by only the lights whether or not they were the same two spaceships that appeared in front of us a few minutes ago. It seemed that we were flying in the lighter side and gave them the advantage of being on the dark side. We had no fears so far but began to worry since we had no idea for their purpose. When the lights from the Eielson Air Force Base and Fairbanks became clear and bright, two very bright lights appeared suddenly from the North from a belt of lights, perhaps four or five mountains away.

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The extremely bright lights reflected on snow on the side of the mountains and seemed even brighter. We wondered if they were searching something on the ground surface or to (attract?) lead something. The flight above Alaska territory is generally in the daytime and it is confusing to identify the kind of lights. It cannot be a base for the spaceship. Is it a movie? There was something. Oh, yes, it is the Alaska pipeline. The lights must be a pump station for the pipeline. I got it.

We arrived at the sky above the Eielson Air Force Base and Fairbanks. It was a clear night. The lights were extremely bright to eyes that were used to the dark. How bright it was! We were just above the bright city lights and we checked the pale white light behind us. Alas! there was a silhouette of a gigantic spaceship. We must run away quickly! "Anchorage Center. This is JL 1628, requesting a change of course to right 45 degrees" It felt like a long time before we received permission. When we checked our rear there was still the ship following us: "This is JL 1628. Again requesting for change the course 45 degrees to the right." We had to get away from that object. "JL 1628. This is the Anchorage Center. We advise you, continue and take 360 degree turn." "JL 1628, thank you. we will continue 360 degree turn."

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It was too slow to circle in the auto-pilot mode; therefore, we switched to the manual mode and set to turn right on a 30 degrees bank. We looked to our right forward but did not see any light. We were relieved, thinking the object may have left us and returned to the level flight but when we checked to our rear the object was still there in exactly the same place. "Anchorage Center, This is JL 1628. The object follows us in formation. We request a change in altitude, 3,100 feet, yes, 3,100 feet." "This is the Anchorage Center, JL 1628, ascend to 3,100 feet.

The consumption of fuel during this flight was almost as expected but there was only 3,800 pounds left and as such was not enough for extra flying for running around. We have got to arrive at Anchorage. "Anchorage Center, this is JL 1628. We request permission for the direct flight to Talkeetna." "JL1628, this is the Anchorage Center, we authorize the direct flight to Talkeetna." We checked behind us again. The ship was in formation and ascending with us. We wondered and feared as to their purpose. "JL 1628, this is the Anchorage Center. Would you like to request scramble for confirmation?" "The Anchorage Center, this is JL 1628. We would not request scramble." We turned the offer down quickly.

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I knew that in the past there was a U.S. military fighter called the mustang that had flown up high for a confirmation and a tragedy had happened to it. Even the F-15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology. We flew toward Talkeetna at an altitude of 3,100 feet. The spaceship was still following us, not leaving us at all.

About the same time a United Airline passenger aircraft which left Anchorage to Fairbanks flew into the same air zone and began communicating with the Anchorage Center. We heard them transmitting that there was an object near JL 1628 and requesting for confirmation. We heard that the Anchorage Center was saying to the United Airline aircraft that JL 1628 was at an altitude of 3,100 feet, therefore, United Airline should maintain an altitude of 3,300 feet. It sounded as if Anchorage Center had the United Airline aircraft fly above the spaceship. We were flying the East side of Mt. McKinley. The United Airline aircraft came close to us. The United Airline aircraft requested us to flash landing lights for visual confirmation and we both confirmed our positions visually. The United Airline aircraft was coming close to us. We knew that they were watching us. When the United plane came by our side, the spaceship disappeared suddenly and there was nothing but the light of moon.

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The strange encounter ended at 75 miles North of Talkeetna, 150 miles (Approximately 276 kilometers) away from Anchorage. It comprised approximately 50 minutes of flight time. (line 5)

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RECORD OF INTERVIEW WITH JAL FIRST OFFICER

On January 5, 1987, Inspector Peter E. Beckner, AAL-207, and Japanese Interperton Sayoko Mimoto, FAA Airways Facilities, interviewed JAL First Officer Takanori Tamefuji at the Federal Building, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by First Officer Tamefuji of an unidentified flying object. The following is a record of the interview:

P. Beckner Conducted at this time in the Flight Standards Division Office, this is Pete Beckner with AAL-207, and we're here with First Officer, Mr. Tamefuji.

? (unintelligible)

P. Beckner Did I say that correctly?

T. Tamefuji Tam - a - fuji.

P. Beckner Okay, thank you, and Sayoko Mimoto from A A - ah, Airways Facilities in AL-400. To begin the questioning, I'd like to first of all ask you, um, is this the first time anything of this nature is, have you seen this sort of thing?

T. Tamefuji This, this is, is my first time.

P. Beckner First time, okay. What, if you will, if you could describe for me, what exactly did you see? And I'll provide the paper for you so, here, just kind of let me know, if you would, just describe what you saw. Was there more than just one thing that you saw? And ah, if you would just kinda put it down for ah, for me on paper if that's okay.

T. Tamefuji First off . . . Captain Terauchi, what ah, Captain Terauchi saw was ah, I couldn't see.

P. Beckner Okay

T. Tamefuji And ah, first part of the incident . . .

P. Beckner Incident?

T. Tamefuji Yeah.

P. Beckner That's fine.

T. Tamefuji Ahhh . . . about ten minutes I could see, but after that time, hummmmm . . . I couldn't see because of my seat is co-pilot right-hand side . . .

P. Beckner Right.

T. Tamefuji . . . and ah, the object was in left-hand side . . .

P. Beckner Okay.

T. Tamefuji . . . and very dark vision, so . . .

P. Beckner Okay.

T. Tamefuji . . . so I couldn't see, but ah at first ah, humm,  
(unintelligible) what can I write . . .

P. Beckner Just kinda picture in your mind what you saw . . .

T. Tamefuji Humm. . .

P. Beckner . . . and then put that on paper, and I'm going to shut the door  
here.

T. Tamefuji Humm, it was ah, left right clock head-on traffic . . .

P. Beckner Okay.

T. Tamefuji I just to see and ah, humm, left right?

P. Beckner Yes

T. Tamefuji Ah, in night flight head-on traffic we can see just ah,  
light . . .

P. Beckner Lights, okay.

T. Tamefuji . . . we cannot see the total shape . . .

P. Beckner Shape

T. Tamefuji . . . shape

P. Beckner Okay

T. Tamefuji . . . so (unintelligible) I thought it was ah, head-on  
traffic . . .

P. Beckner Okay

T. Tamefuji Mmmm, so I couldn't, can't write ah, exactly . . .

P. Beckner Would you say it was just . . . ?

T. Tamefuji Just light . . .

P. Beckner Okay it was more than, s--was there more than like what would you  
say there was six lights . . . ?

T. Tamefuji No! No!

P. Beckner . . . would you say there was a multitude of lights?

T. Tamefuji Ah, (unintelligible) just I want to describe just ah, light, only light. . .

P. Beckner Okay

T. Tamefuji Yeah, so if ah, there was something flying, but ah, I couldn't see at that time.

P. Beckner Okay, ah was there, was there clear night?

T. Tamefuji Yes . . .

P. Beckner Okay

T. Tamefuji . . . clear.

P. Beckner And you could distinguish this lights as being different from the star . . .?

T. Tamefuji NNNooo . . .

P. Beckner . . . from the stars?

T. Tamefuji Different is fine.

P. Beckner Okay (unintelligible) Alright ah um. How was it first detected? Was it - someone saw it visually, or did you see it on radar? Who, well, how was it first found?

T. Tamefuji What's found, humm?

P. Beckner Er, first sighted?

T. Tamefuji Ah, as you know, all the crew ah . . .

P. Beckner Right

T. Tamefuji . . . must watch outside?

P. Beckner Right

T. Tamefuji So ah, I must watch instrument and ah, outside so, and ah, as normal flight so I have traffic inside, also Captain traffic, inside, but ah, I'm not sure but a engineer landing calculate so he was just sit down back desk calculate . . .

P. Beckner (unintelligible)

T. Tamefuji departing direction

P. Beckner Right

T. Tamefuji . . . so maybe he couldn't see at that time, but the Captain and me (unintelligible) have ah, had traffic inside . . .

P. Beckner Visually saw . . .

T. Tamefuji Yes

P. Beckner Okay

T. Tamefuji (unintelligible) I saw there was two small aircraft.

P. Beckner Okay

T. Tamefuji And two small aircraft(unintelligible)

P. Beckner That's what you saw?

T. Tamefuji Yes

P. Beckner Okay

T. Tamefuji And ah, and ah, I ask Captain ah, we should ask ATC so ah, I Air Traffic . . .

P. Beckner Okay

T. Tamefuji . . . So as I thought, ah, very same similiar altitude and Captain said, ah, hum, I don't remember exactly but ah, ah, he said - ah, but a little bit high or same level, but I though little bit lower, you can know . . .

P. Beckner Right

T. Tamefuji . . . it is very difficult to (unintelligible) head-on traffic . . .

P. Beckner Right

T. Tamefuji . . . so ah . . .

P. Beckner It was actually at your twelve o'clock . . .

T. Tamefuji No

P. Beckner . . . then . . .

T. Tamefuji Slightly . . .

P. Beckner . . . or slightly . . .

T. Tamefuji . . . left-hand and ah, ten or eleven . . .

P. Beckner Ten or eleven?

T. Tamefuji Right

P. Beckner Okay

T. Tamefuji And I thought that it was low . . .

P. Beckner Okay

T. Tamefuji And, (unintelligible) I thought ah, traffic way, I image aircraft  
ah, lighting, navigation lights . . .

P. Beckner Right

T. Tamefuji . . . and landing lights . . .

P. Beckner Okay

T. Tamefuji (unintelligible) - light

P. Beckner Right

T. Tamefuji . . . but ah, it is my (unintelligible) for now I thought it was  
an aircraft so . . .

S. Mimoto I thought it was an aircraft.

P. Beckner Okay

S. Mimoto Ah . . .

P. Beckner Did you in your mind try to make it . . .

T. Tamefuji Yes

P. Beckner . . . look like an aircraft?

T. Tamefuji Yeah

P. Beckner I can do the same thing, . . .

T. Tamefuji Yes

P. Beckner . . . so ah . . . I understand.

T. Tamefuji And, but ah, very strange ah, I ah, it was too many lights . . .

P. Beckner Too many?

T. Tamefuji Yes

P. Beckner     Okay

T. Tamefuji    But so it was so luminous, I don't mean luminous ah, it was too much forever.

P. Beckner     Right, okay. How 'bout the colors of the lights? Is that also . . .

T. Tamefuji    Humm, might Captain, maybe for different thing and Mr. Fukuda, maybe different thing, but ah, ah I say it was the aircraft so I thought but actually I think . . .

P. Beckner     Okay

T. Tamefuji    . . . I think ah, salmon, just like Christmas assorted . . .

P. Beckner     Okay, okay assorted.

T. Tamefuji    . . . and ah, I remember, red or orange, hum, and a white landing light, just like landing light. And weak green, ah, blinking . . .

S. Mimoto      Flashing . . .

P. Beckner     Flashing . . .

S. Mimoto      . . . blinking, blinking

P. Beckner     Blinking

S. Mimoto      (unintelligible) yes

P. Beckner     Okay

T. Tamefuji    How should I say - looks just like this, (hand-signs were made by Mr. Tamefuji) moving like in one . . .

S. Mimoto      Oh, swinging

P. Beckner     Swinging?

T. Tamefuji    (Japanese)

P. Beckner     Movement

T. Tamefuji    Yes, and ah, ah if there was, there are ah, how should I say, very good formation flight . . .

P. Beckner     Close formation flight?

T. Tamefuji    Yes close.

P. Beckner Okay . . . Does - I - I did not meet the Captain so I don't know, but does he wear glasses?

T. Tamefuji Humm, no

P. Beckner No, do you wear glasses, sir?

T. Tamefuji Humm, . . .

P. Beckner For flying.

T. Tamefuji Oh, I use, but ah, at that time I don't wear, but ah, I how should I say . . . but I do use it . . .

S. Mimoto He usually wears glasses but at that time he was not wearing glasses . . .

T. Tamefuji No, I don't mean it. I normally do not wear glasses.

P. Beckner Okay

T. Tamefuji The licensing requires me to wear glasses.

S. Mimoto Oh, I'm sorry, he didn't mean that.

T. Tamefuji I need no glasses in daily life.

S. Mimoto Oh, in daily life he does not wear glasses.

P. Beckner Okay

T. Tamefuji But, ah, ah, result of the physical exam, I am required to - to wear glasses . . .

S. Mimoto Oh, okay . . .

P. Beckner (unintelligible)

S. Mimoto The physical requires him to wear glasses.

P. Beckner Okay, how 'bout - how 'bout the flight engineer, does he . . .

T. Tamefuji Hummm . . .

P. Beckner . . . do you remember if he wore . . .

T. Tamefuji I don't remember.

P. Beckner Okay

T. Tamefuji But ah, I have numerous visions . . .

S. Mimoto (unintelligible)



P. Beckner Okay

T. Tamefuji . . . and I use ah, humm . . . how should I say?

S. Mimoto I will not - I do not need to wear glasses in daily life.

P. Beckner Okay, okay. Now - the time of the incident, when - when you guys first saw the objects, ah what were the lighting conditions outside? Was it dark . . .

T. Tamefuji Hum

P. Beckner . . . or was it dusk? Or was the sun still up er, how would you describe . . .?

T. Tamefuji Just after sunset . . .

P. Beckner Just after sunset.

T. Tamefuji (unintelligible)

P. Beckner Right

T. Tamefuji . . . dark, dark red.

P. Beckner Dark red, okay.

T. Tamefuji But almost dark I must say night . . .

P. Beckner Okay, you could see the stars real clearly?

T. Tamefuji Yes, yes.

P. Beckner Okay. Okay, was the - what you saw - was it real obvious to you?

T. Tamefuji Yes

P. Beckner Okay. Ah, at what point did you see it on the radar?

T. Tamefuji Humm, what point mean?

P. Beckner What - you saw the lights, and then how much later before you saw something on the radar? On your - your radar in the aircraft, or did you see it on the radar?

T. Tamefuji I just don't understand.

S. Mimoto When did you see the object on the radar?

T. Tamefuji Oh, and, hum ah, I can't tell you exactly . . .

P. Beckner Well ah . . .

T. Tamefuji . . . but ah, at first we have in flight . . .

? Hum huh.

T. Tamefuji . . . at ATC, air traffic, and no traffic, so - we are surprised . . .

P. Beckner Yeah . . .

T. Tamefuji . . . and ah, Captain operates the radar . . .

P. Beckner Radar, okay yeah . . .

T. Tamefuji . . . and so Captain ah, try to search object by the radar . . .

P. Beckner Okay

T. Tamefuji . . . we fix - ah, give to ten minutes (unintelligible).

P. Beckner Okay, and then what did you see on the rad - were you able to see the radar from where you were sitting?

T. Tamefuji ?

P. Beckner Okay, what did you see on the radar as far as . . .

T. Tamefuji Humm, just like ah - ah, traffic, other traffic, but ah, I thought a little bit large . . .

P. Becker Um hum

T. Tamefuji . . . echos

P. Beckner Large echos, okay. Was it ah, what - I understand you have color radar in - in the . . .

T. Tamefuji Yes

P. Beckner . . . aircraft. What color was the . . .?

T. Tamefuji Humm I thought ah, green.

P. Beckner Green?

T. Tamefuji Yes

P. Beckner Okay. And about what range did - did you - did you guys . . .?

T. Tamefuji Humm, twenty miles . . .

P. Beckner Twenty?

T. Tamefuji . . . and ah, seven to eight miles to object.

P. Beckner Okay, from you, from you. Did it pretty much maintain that position for most of the flight?

T. Tamefuji Humm, ah . . .

P. Beckner Or did it move around a whole lot, or did it . . .

T. Tamefuji No, no (unintelligible) oblong?

P. Beckner Right

T. Tamefuji . . . so ah, hummm, don't - it didn't move just like this, just like this . . .

P. Beckner Okay

T. Tamefuji . . . just like a other traffic stay on, but ah, I can't say, it was moving or not moving.

P. Beckner Okay, it sort of seemed to stay in formation with you, would that be . . .

T. Tamefuji Hummmmm . . .

P. Beckner . . . seven to eight mile formation?

T. Tamefuji Hummm, formation means same position?

P. Beckner Right - same general direction in this case.

T. Tamefuji Oh . . .

P. Beckner Seem to travel with you?

T. Tamefuji Humm, I saw ah, light, just like landing lights, so ah, I'm pilot it has landing light so, head-on traffic . . .

P. Beckner Right.

T. Tamefuji . . . at that time, but ah, I can - I cannot say which direction they move.

P. Beckner Okay, okay. This head-on traffic, how long did you see this total, the length of time that you saw it?

T. Tamefuji Humm, humm

P. Beckner Just you.

T. Tamefuji Humm, five minutes at first inside and ah, five minutess Captain and ATC call short conversation . . .

P. Beckner Conversation, right.

T. Tamefuji . . . (unintelligible) hummm, hummm I can't say (unintelligible) five minutes. . .

P. Beckner Okay

T. Tamefuji . . . hummm, and ah, I have ah, monitoring, monitor so inside and outside . . .

P. Beckner Okay, inside and an outside, yeah.

T. Tamefuji . . . ah, while doing those, it became invisible.

S. Mimoto While looking outside and looking on the inside, and then so he couldn't see anymore.

P. Beckner Okay, so - you sa - you saw the head-on traffic - whatever we want to call that - for about five, five minutes, ten minutes, somewhere in there?

T. Tamefuji Humm, yes . . .

P. Beckner Okay

T. Tamefuji Yeah

P. Beckner Okay, ah, was there anything else that you saw aside from this - from this pattern here, was there, was there anything else that you saw?

T. Tamefuji Humm, you mean ah, other stars or what?

P. Beckner Other than, I mean as far as these obj - the objects were concerned, was there any other ah, features that you saw, was there any shape that you saw, or you just saw the head-on light?

T. Tamefuji Yes, and of course it ah, was clear so ground you could see . . .

P. Beckner Okay you saw . . .

T. Tamefuji . . . but ah, hummm, how should I say, but ah, the traffic, I mean the UFO . . .

P. Beckner Yes

T. Tamefuji . . . it's ah, so, I'm sure it was not on ground . . .

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner Yeah, could you see the horizon, the . . .

T. Tamefuji Yes

P. Beckner . . . mountains?

T. Tamefuji Yes, ah, perfect.

P. Beckner Right

T. Tamefuji This is ah, horizon . . .

P. Beckner Of the horizon?

T. Tamefuji . . . and I could see . . .

P. Beckner Okay

T. Tamefuji . . . the horizon.

P. Beckner Okay. So these were above the horizon line?

T. Tamefuji (unintelligible) I don't mean ah, (unintelligible)

P. Beckner Okay

T. Tamefuji Ah, we can see the flying over aircraft ah, near the horizon . . .

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner Right

T. Tamefuji . . . so . . .

P. Beckner You saw this . . .

T. Tamefuji . . . I cannot say it was ah, (unintelligible)

P. Beckner Okay, okay, um somewhere down, I guess by Fairbanks area, you guys, the Captain or yourself requested a 360?

T. Tamefuji Mumm hum

P. Beckner Did you happen to see the object while in the 360?

T. Tamefuji Humm, the pilot was right-hand . . .

P. Beckner Right-hand turn, right?

T. Tamefuji Humm, so I watch, what . . .

P. Beckner Right

T. Tamefuji . . . so I couldn't find what Captain saw.

P. Beckner Okay, you were flying the aircraft then, is that correct?

T. Tamefuji Ah, yes

P. Beckner Okay

T. Tamefuji But ah, um, I saw (unintelligible) ah, Captain said ah, UFO big, quite big Captain said, and how should I say - so I tried doing this. . .

S. Mimoto I looked all over the place.

T. Tamefuji And the Captain was in the way(Japanese). . .

S. Mimoto Oh so Captain was in the way.

P. Beckner Well, okay he was in the way of you seeing?

T. Tamefuji Yes, and ah, some ah, pillar, window pillars . . .

P. Beckner Oh, pillars?

T. Tamefuji Yeah

P. Beckner Okay

T. Tamefuji . . . so ah, we, ah, I couldn't see well, but some hum, hum this - this is not exact picture, but ah, like similiar like aircraft is (unintelligible) . . .

P. Beckner Okay

T. Tamefuji I dark is background, but I - you cannot say it was UFO or not.

P. Beckner Okay, was it different then what you saw here?

T. Tamefuji Completely different.

P. Beckner Completely different, okay. But was it brighter, were these brighter, er . . .?

T. Tamefuji . . . brighter . . .

P. Beckner These are brighter?

T. Tamefuji Yes, ah . . .

P. Beckner The first sighting was brighter?

T. Tamefuji Yes

P. Beckner Okay, the head-ons were brighter?

T. Tamefuji Er, yes

P. Beckner Okay, um - was there anything else on the radar that you were able to see, or was that the only target that you had on the radar?

T. Tamefuji Oh yes, and ah, I think ah, Captain tilt . . .

P. Beckner Tilt right

T. Tamefuji . . . and ah, a certain tilt angle could catch the object . . .

P. Beckner Okay, so, so was there anything else showing on the radar . . .

T. Tamefuji Hummm . . .

P. Beckner (unintelligible)

T. Tamefuji . . . that should be something spot or ground-echo, ah, . . . ?

P. Beckner (unintelligible) . . . okay

T. Tamefuji . . . ah, I - I have many experience ah, ah, aircraft, echo or radar screen . . ., echo . . .

P. Beckner Right

T. Tamefuji . . . yeah, ah, so I could identify that is . . . ah aircraft echo . . . I have many experiences before in checking oncoming aircrafts on a radar.

S. Mimoto I experienced often in checking oncoming aircraft on radar before.

T. Tamefuji Just like ah traffic.

P. Beckner Okay . . .

T. Tamefuji . . . just the right (unintelligible) . . . talking.

P. Beckner . . . so what you saw was similiar to what you seen before, when you were picking up other traffic?

T. Tamefuji Yes

P. Beckner Okay, okay, um, the lighting conditions, I talked about the lighting conditions outside. How 'bout the lighting conditions inside the aircraft? Were there cockpit lights on . . .

T. Tamefuji Hummm, no . . .

P. Beckner . . . and all that sort of stuff or . . .

T. Tamefuji . . . hummm, it was for night flights seeing.

P. Beckner Right, okay.

T. Tamefuji Bright, it looked bright . . .

P. Beckner Not bright but . . .

T. Tamefuji Dim

P. Beckner . . . dim, okay. Was there? Was there any attempt to - did you guys turn them down all the ways, or . . .

T. Tamefuji Hummm . . .

P. Beckner . . . what you saw outside couldn't have possibly, could have possible been a reflection or something from inside the cockpit?

T. Tamefuji Hummm . . .

P. Beckner I'm just, just asking . . .

T. Tamefuji Yeah, yeah . . . I understand that. Ah, I - I want to say there is not possibility what you think . . .

P. Beckner Okay of reflection . . .

T. Tamefuji . . . ah, no.

P. Beckner Okay. Was the light turned all the way off just to see if it made any difference, er . . . ?

T. Tamefuji Um . . .

P. Beckner . . . do you remember if - if you did that, er, the Captain may have done it? .

T. Tamefuji Umm, ah, I was very busy, so, ah, I . . .

P. Beckner That's right you were the flying pilot . . .

T. Tamefuji Yes, and ah, 150 feet . . .

P. Beckner Yeah

T. Tamefuji . . . and so, but ah, maybe, maybe not good word but, maybe ah, Captain try down dark - darker . . .



P. Beckner Okay, darker, okay

T. Tamefuji . . . and ah, I flight engineer calculator (unintelligible) so he had ah . . .

P. Beckner So he had a spot on his table?

T. Tamefuji Yes

P. Beckner By the engineer table?

T. Tamefuji Yes, I - when I saw, but ah, cockpit was ah, dark.

P. Beckner Okay. Ah, what size would you estimate this - this object to be?

T. Tamefuji Hummm, it is hard to say, but - ummm, I thought it was ah, ah, I thought it was larger than ah, aircraft.

S. Mimoto What kinds of aircrafts?

T. Tamefuji An originally oncoming aircraft . . .

S. Mimoto It feels like it's larger than normal airplane. Oncoming airplane . . .

P. Beckner Okay. Okay. Ah, did you notice any magnetic disturbances, ah, the compass . . .

T. Tamefuji No . . .

P. Beckner . . . swing or anything . . .

T. Tamefuji . . . but ah, um, I think you have ATC tape of that time?

P. Beckner Right

T. Tamefuji And controllers tape, ah, said that several times you're garbling . . .

P. Beckner No . . .

T. Tamefuji . . . but ah, my English is so hee . . . how should I said that reasoning . . . I thought perhaps the air traffic controller did not understand my English, so, he said 'garbling'.

S. Mimoto Oh, maybe Air Traffic Control did not understand my English, so . . .

P. Beckner No

S. Mimoto . . . he was polite and said 'garbling'

P. Beckner . . . said (unintelligible) government garble, okay.

T. Tamefuji (unintelligible) but ah . . .

S. Mimoto That's the way I thought . . .

P. Beckner Was that all the way, the whole length of the trip? He felt that, er, er, was it just during this period of time when you were working with . . .

T. Tamefuji Oh yeah, hummm . . .

P. Beckner . . . when you were asking him about the other traffic?

T. Tamefuji Yes

P. Beckner Okay. How 'bout later on in the flight? Did he ask you to say again, you're garbled, er . . .?

T. Tamefuji No, no . . .

P. Beckner . . . okay, just . . .

T. Tamefuji . . . just ah, ah, from Pottat, Alaska til . . .

P. Beckner Right

T. Tamefuji . . . and ah, radar contact with controllers, and ah, there was no garbling . . .

P. Beckner Okay

T. Tamefuji . . . ah, at that time.

P. Beckner And your initial contact was Center?

T. Tamefuji Yes

P. Beckner Okay

T. Tamefuji It clear after that moment.

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner How 'bout navigation, did you notice any navigation interference, ah . . . ?

T. Tamefuji (unintelligible)

P. Beckner . . . I understand you're on I N S, so there, there is no problem there, okay. Was there any turbulence, did the airplane experience any turbulence anytime you saw this, the objects??

T. Tamefuji (unintelligible)

P. Beckner Okay. How 'bout the autopilot, did it was it on autopilot?

T. Tamefuji Yes

P. Beckner Okay, did the autopilot kick off?

T. Tamefuji No

P. Beckner Er, it stayed on all the time?

T. Tamefuji No

P. Beckner Okay. Um, let me just read my notes here and see if I have got everything I needed to ask you about. You say that you had suggested to the Captain that you call Center and ask if they had any targets?

T. Tamefuji Hum . . .

P. Beckner About how long after you first saw this did you go, b-before asking about calling Center?

T. Tamefuji Hummm, hum - at first in my mind . . .

P. Beckner Right, yeah

T. Tamefuji . . . and conversation so it was not too long but, ah - hummm, I can't say exactly but two or three minutes.

P. Beckner Okay, okay. Um - Was the Captain the first one to spot the ob - the ah, lights?

T. Tamefuji The who?

P. Beckner First saw the object?

T. Tamefuji Hummm, I think ah, at the same time, almost.

P. Beckner Okay

T. Tamefuji But ah, it is not impossible to at same time . . .

P. Beckner Right, but . . .

T. Tamefuji (unintelligible)

P. Beckner . . . but - but communicating, yeah.

T. Tamefuji Humm, um, not so much different between . . .

P. Beckner Okay. So pretty much at the same time you both saw it?

T. Tamefuji Right

P. Beckner And at that time it was ten to eleven?

T. Tamefuji Hummm, I thought.

P. Beckner That's what I'm asking is what you thought?

T. Tamefuji Yeah

P. Beckner Okay. Um. Okay we discussed the ah, turn, the 360?

T. Tamefuji Um hum

P. Beckner I understand somewhere in the flight you guys also descended from 3, 5, 0 to 3, 1, 0?

T. Tamefuji Yes

P. Beckner Did - did the object stay with you at that point, or did the lights stay with you, or whatever?

T. Tamefuji Humm, hum at that time . . .

P. Beckner At that time did you still have them in sight?

T. Tamefuji Yes, but ah, different.

P. Beckner Um hum

T. Tamefuji Ah, the object was different side the captain's side so I can not . . .

P. Beckner Okay you could not see it, okay. So you actually saw it only for about five to ten minutes?

T. Tamefuji Hummm, I think so.

P. Beckner Ah, because I understand that the - the target was ah, not target, but the item, object, lights, whatever, were in sight for upwards of around fifty minutes, total. That's what the Captain saw, was about that length of time.

T. Tamefuji Umm, um

P. Beckner And ah, but I understand that from where you were sitting you might not have been able to see it as long as he could have?

T. Tamefuji Yeah

P. Beckner Especially during the turn?

T. Tamefuji Yeah

P. Beckner Okay. Were there any other ah - was there any other aircraft? Did you see any other aircraft during that particular flight?

T. Tamefuji No ah, no other ATC ah, I mean ah, um, as . . .

P. Beckner Right

T. Tamefuji . . . and ah . . .

P. Beckner You didn't see any other aircraft at all?

T. Tamefuji In last part of the incident United Air . . .

P. Beckner Right

T. Tamefuji . . . ah, from Anchorage.

P. Beckner Hum, huh

T. Tamefuji . . . And we can - what's that - we could see . . .

P. Beckner You could see (unintelligible)

T. Tamefuji United

P. Beckner Okay you could see United . . .

T. Tamefuji (unintelligible)

P. Beckner Okay, did he - did United when you saw him was he flashing his lights at you or anything, or just normal nav lights, er . . .

T. Tamefuji Humm . . .

P. Beckner . . . do you remember what . . . ?

T. Tamefuji Humm, remember, just she passed my left-hand side . . .

P. Beckner Hum huh

T. Tamefuji . . . and ah, I can't say.

P. Beckner Okay. Okay ah, did the intensity of these lights change, at all . . .

T. Tamefuji Humm . . .

P. Beckner . . . or were they pretty much the same intensity for the time that you saw them?

T. Tamefuji Hummm, was it a change of intensity? How should I say . . . ?  
On and off but became stronger ah, became weaker, became  
stronger, became weaker, different from the strobe lights.

S. Mimoto Some got stronger, and changed to weaker stronger again then  
weaker, and stronger, weaker . . .

P. Beckner Okay. Okay. Okay. Okay, ah, you mentioned the lights that  
you've shown me here. This pattern that you've shown me here,  
the Captain has also, shown us also. But just so I, make sure I  
understand everything here, let me just show you ah, the details  
of what the Captain - and I don't know if you've seen these or  
not, but you've . . .

T. Tamefuji Hum, hum

P. Beckner This was in the newspaper here in Anchorage, for example. And  
this shows a similiar type pattern is what you have here . . .

T. Tamefuji Humm

P. Beckner . . . but I just wonder if you - you also may have seen this  
particular ah, shape or ah, object?

T. Tamefuji Hummm

P. Beckner And you can probably read what is - is written here so, just  
kinda read that over, and . . . Do you remember seeing anything  
like that yourself?

T. Tamefuji Humm, I don't see ah, anything like this, but ah, as I told . . .

P. Beckner Yeah, this ah . . .

T. Tamefuji . . . and you if, we can connect these lights - are - it will be  
a big object but, ah . . .

P. Beckner Right

T. Tamefuji I can not just - there are some lights ahead or not.

P. Beckner Okay, that was during the turn . . .?

T. Tamefuji No ah, I think it was before turn . . .

P. Beckner Oh okay

T. Tamefuji . . . and ah, we of course we convesed a lot and . . .

S. Mimoto We are talking, discussing . . .

T. Tamefuji And while we were talking I saw it momentarily.

S. Mimoto While conversation was going, I peeked out and momentarily I saw it.

P. Beckner You saw this, okay. Um, after the turn. Were you able to see anything anymore, like this light pattern here?

T. Tamefuji No

P. Beckner Okay, er this - this pattern here?

T. Tamefuji Humm, no.

P. Beckner Okay. And tha - so that was the last time you saw it, was prior to the turn . . .

T. Tamefuji Humm

P. Beckner Okay, okay. Well sir, that's all I can think to ask you. Is there anything you'd like ta - to further add - and give us some more understanding to what you folks saw up there?

T. Tamefuji Humm, no well, I am certain that I saw something.

S. Mimoto Well I'm - I'm sure I saw something.

T. Tamefuji It was clear enough to make me believe taht there was an oncoming aircraft.

S. Mimoto This is clearly enough to make me believe it was an oncoming airplane.

P. Beckner Okay

T. Tamefuji That's the starting point of this story.

S. Mimoto That's the beginning of this story.

P. Beckner No the story, ah, (laughter). Okay um, well that pretty much concludes the questions I have for you. And again I appreciate you coming in. Especially on such short notice. And Sy I appreciate you coming in also on such short notice. So thank you very much . . .

T. Tamefuji And ah, can I ask one question?

P. Beckner Sure

T. Tamefuji Ah, I read the FAA news hummm, ah, humm, I found military radar picked up some kind of target on their radar. (unintelligible) What type of understanding?

P. Beckner Umm, I'm not sure what they seen on that radar, right at the present moment.

T. Tamefuji Ah huh .

P. Beckner And um, let me just do this. I can find out and let you know.

T. Tamefuji And ah, well Saturday ah, ah, TV interview from New York.

P. Beckner Oh is that right.

T. Tamefuji Yeah

P. Beckner Oh

T. Tamefuji And ah, the interview said military, some kind of commander I don't remember, but, ah, some military . . .

P. Beckner Military - military ah, commander?

T. Tamefuji Ah, how should I say, but some personnel from military said this was a weather interference.

S. Mimoto And this military commander said it was a weather interfere . . . interference.

P. Beckner (unintelligible)

T. Tamefuji Ah, on the radar

S. Mimoto On the radar

P. Beckner Okay, that I - that I don't know, um . . .

T. Tamefuji But ah, it was clear sky, so . . .

P. Beckner Right

T. Tamefuji . . . there's no possibility of weather interference.

P. Beckner On the weather, interference, okay. Well I'll do this, I will find out what the result of the analysis is on those. We're going to eventually get that anyway. And I'll let you know what we have. Okay? I have your phone number so I'll do that. Okay?

T. Tamefuji Yes

*S. Mimoto* Jan 21, 1987



A JAL flight engineer, Yoshio Tsukuba, was interviewed by Pete Beckner of FAA on January 15, 1987, through an interpreter, Sayoko Mimoto, regarding to the UFO which had been sighted on the 17th of November, 1986, by Captain Terauchi.

Beckner: Describe what you saw.

Tsukuba: May I speak in Japanese?

Beckner: Oh! Yes, please.

Mimoto: Oh! yes, please.

Tsukuba: The first time I saw it was through the L1 window, at the 11 o'clock position. It looked larger than navigation lights. I do not remember exactly how many of those (lights) were there but clusters of lights were undulating.

Beckner: What was the color of those lights, was it green?

Tsukuba: I can not describe the details but it was white or amber colored lights.

Beckner: When you saw the object was it obvious to you? Did you notice it immediately?

Tsukuba: Yes, it was. I noticed it immediately.

Beckner: Did it stay with you at position 11 o'clock? How long did you see this object?

Tsukuba: Yes, approximately 5 minutes, 10 minutes, I think I saw it for about 10 minutes after I sighted it the first time. The reason is because the Captain wanted to take pictures. His camera bag was placed behind his seat, beside mine, and I handed it to him. But he could not take pictures, so I placed his camera bag beside my seat again. So I think it took about 10 minutes.

Beckner: Why could he not take any pictures?

Tsukuba: Well, his camera is Alpha 7,000, with film ASA 100. He could not operate it well. I mean the operating procedure of the camera was not understood well.

Beckner: What kind of camera did he have?

Tsukuba: Alpha 7,000. It is made by Minoruta. I wonder what it is called in America.

Beckner: Have you seen this kind of thing before? Was this the first time anything of this nature has happened to you?

Tsukuba: Yes, this was the first time.

Beckner: Who first sighted the object?

Tsukuba: I do not know which person picked it up first. I was making a landing data. The Captain told us to see if there is a some kind of object outside.

Beckner: Did you see the radar?

Tsukuba: When the Captain told me to look, I could see the radar.

Beckner: Were you able to see it on radar? What did you see on the radar?

Tsukuba: Yes, a green dot like, not exactly like a dot. It was not a dot, but stream like, I think the range was about 10 miles. I do not think it (on the radar) was the same lights as the one I saw in front of us.

Beckner: How was the intensity of the lights? Did the intensity of the objects' lights change?

Tsukuba: Basically the same. I cannot describe it. Not even in Japanese. The first one did not change. The second light was very difficult to see. It was so vague.

Beckner: Was any other target picked up on radar?

Tsukuba: I cannot remember. The tilt angle of the radar was difficult to see.

Beckner: Difficult to remember, on the radar, did you have to look for the object?

Tsukuba: I identified immediately the one in front of us.

Beckner: At the time of sighting, how were the lighting conditions outside?

Tsukuba: It was just at sunset at right front of us. There was a stripe of red line and almost dark, it was almost pitch dark behind us.

Beckner: How was the lighting conditions inside the cockpit?

Tsukuba: We had night illumination at above sideways. I was using a spot light while calculating the data. I do not remember whether the Captain had the lights turned off or not. There is a switch that can turn the light to regular fluorescent or to dark. It was set to dark.

Beckner: How long did you see the object?

Tsukuba: The one in front of us, as I mentioned earlier, I saw it for about 10 minutes, then, the one on our left side at 9 o'clock, together, a total of 30 minutes. The lights in front of us and the other one were of two absolutely different nature of lights.

Beckner: Would you show us what they looked like on this paper?

Tsukuba: The lights in front of us were clusters of lights like this. I think they were made of two parts. How should I say this, but the lights were shaped like windows of a passenger aircraft.

Beckner: What was the shape of the object like?

Tsukuba: I do not know. It was just lights. The one in front of us was like an aircraft viewed from another aircraft which was ours.

Beckner: Did the object move with your aircraft when you changed direction or altitude?

Tsukuba: When we saw the first one in front of us, we did not change the heading, but the second one, it was really hard to see, I had to try real hard to see it, so we changed heading. I think the object was with us when we changed altitude. When we changed altitude, I could not see. The Captain said it was still there, so I felt like it was there.

Beckner: Did you see another aircraft?

Tsukuba: I saw United Air Line.

Beckner: Any other lighted, or unlighted objects?

Tsukuba: When the United aircraft was passing by, we were seeing the second lights.

Beckner: Did the intensity of lights change?

Tsukuba: The first lights I saw was unchanged until they disappeared. The second one, it was so hard to see. In my mind, I am not certain whether it was lights of a distant town or a strange object.

Beckner: What were the weather conditions?

Tsukuba: It was clear.

Beckner: Did you see any stars?

Tsukuba: I think there were stars, but...

Beckner: Any magnetic disturbance?

Tsukuba: No.

Beckner: Were there any instrument fluctuations on your Flight Engineer's panel during the objects presence?

Tsukuba: No, it didn't (there weren't).

Beckner: Do you wear glasses?

Tsukuba: No, I don't.

Beckner: Was there any reflection on the inside of the glass?

Tsukuba: Reflection? What do you mean?

Mimoto: Did you see any reflection of inside lights on the aircraft window glass?

Tsukuba: No. there was not any.

Beckner: Would you like to add anything? Do you have any questions? We have come here and interviewed you a lot. Is there anything we can answer regarding your questions?

Tsukuba: The points I would like to reinforce are that the lights in front of us were different from town lights. I can not describe the shape. I am not as certain as I am about the lights on the left side. I do not know what the shape of the objects was. So I am sure that the lights that were in front of us were different from town lights. When I was interviewed here at the first time by FAA personnel, I was not sure whether the object was an UFO or not. My mind has not changed since then.

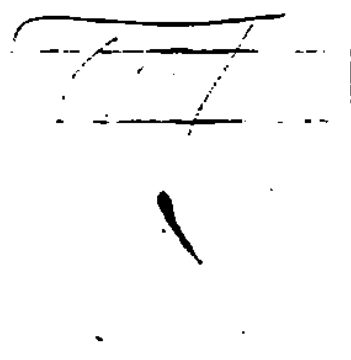


Peter E. Beckner  
A.S.I.



Sayoko D. Mimoto  
Interpreter

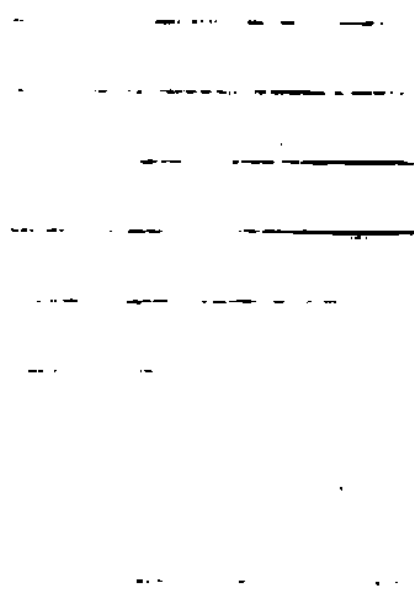
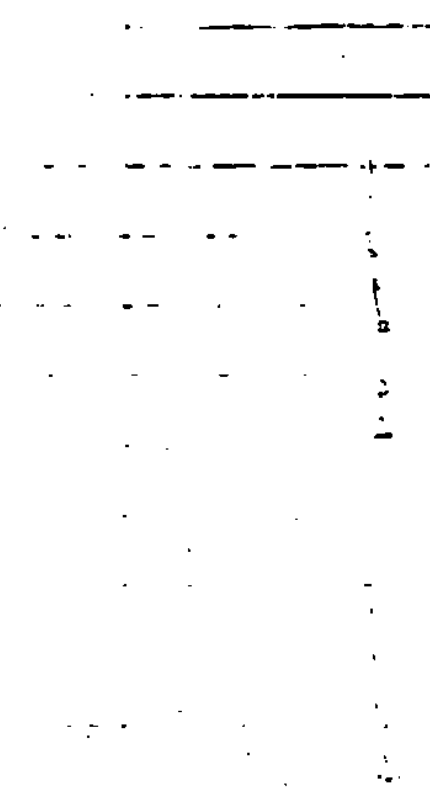
# F.E.'s DRAWINGS



WHAT F.E.  
SAW ON RADAR.

SEC

12  
↑ 1ST SIGHTING  
WHAT F.E.  
SAW AT 11:00  
POSITION



PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JL1628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JL1628 reported. Several times I had single primary returns where JL1628 reported traffic. JL1628 later requested a turn to heading 210°, I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent in the vicinity of FAI I requested JL1628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JL1628 flight but reported no other traffic, by this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 6, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Carl E. Henley (HC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

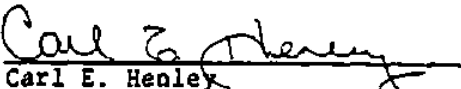
During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in actuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run lenth targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.

  
Carl E. Henley  
Air Traffic Control Specialist  
Anchorage ARTCC



PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident involving aircraft JL 1628 north of Fairbanks on November 18, 1986 at 0218 UTC.

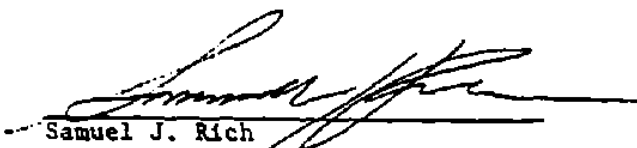
My name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

The pilot of JL 1628 reported that he had traffic at his altitude. He stated it was a big plane with yellow and white lights. We advised him we had no traffic in his position. We adjusted the radar PVD to approximately a 25 mile scale and there was a radar return in the position the pilot had reported traffic.

I called ROCC to ask if they had any military traffic operating near JL 1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL 1628. ROCC advised that they had traffic near JL 1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL 1628, they said they would call back. However, there was no further communication regarding the request for a scramble.

  
Samuel J. Rich  
Air Traffic Control Specialist  
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was training on Sector D13 from 2300 UTC, November 17, 1986, to 0300 UTC, November 18, 1986.

I was on my way to take a break when I noticed the unusual activity at the Sector 15 positions. I plugged into the C15 position and assisted them by answering telephone lines, making and taking handoffs, and coordinating as necessary. As to the specific incident, I monitored the aircrafts transmissions and observed data on the radar that coincided with information that the pilot of JL1628 reported. I coordinated with the ROCC on the BRAVO and CHARLIE lines. They confirmed they also saw data in the same location. At approximately abeam CAWIN intersection, I no longer saw the data and the pilot advised he no longer saw the traffic. I called the ROCC and they advised they had lost the target. I then unplugged from the position and went on a break.



John L. Aarnink  
Air Traffic Control Specialist  
Anchorage ARTCC

PERSONNEL STATEMENT

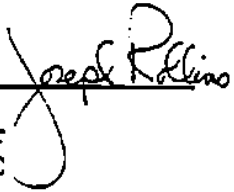
FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident involving Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Joseph Rollins (JR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2340 UTC, November 17, 1986 to 1850 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the E1 position from 0006 UTC, November 18, 1986 to 0425 UTC, November 18, 1986.

During the time period prior to this incident all operations were normal. I had assigned Mr. Henley to the combined R15, D15 position to work by himself. The traffic was light and lunch breaks were in progress. At approximately 0220 UTC Mr. Henley informed me that JL1628 had indicated that he had traffic and wanted information. I then advised the Area Manager that JL1628 was requesting information on traffic that we were not aware of. Mr. Rich returned from lunch and was assigned the D15 position and Mr. Henley was moved to the R15 position. I understood that Mr Aarnink had plugged into the C15 position only to observe. During the time following my being notified, I was involved in operational supervision and coordination between the controllers and the Area Manager. I intermittently monitored the radar but at no time observed any radar data that in my opinion, conclusively indicated traffic for the JL1628 flight. At 0254 UTC I informed the Area Manager that the pilot of JL1628 had lost visual contact with his traffic.

  
\_\_\_\_\_  
Joseph Rollins  
Area Supervisor  
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Erland D. Stephens (AS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the Area Manager in Charge position from 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986.

At 0221 UTC I was notified by Joe Rollins, Area B Supervisor, that JL1628, had reported traffic at his altitude (FL 350), distance one (1) mile with a white and yellow strobe light. I notified the Alaska Regional Operations Center (ROC) and the Elmendorf Regional Operational Control Center (ROCC) about this observed traffic.

At 0233 UTC, after Mr. Rollins advised me that JL1628 had reported the traffic to be paralleling his route and that Sector R15 radar and ROCC had intermittent radar returns in the area of JL1628s observed traffic I notified the U.S. Customs office at Anchorage International Airport about the possibility of a lost aircraft following JL1628 to Anchorage. At 0245 UTC, Mr. Rollins advised me that JL1628 had lost visual contact with the unknown traffic at 0257 UTC. Mr. Rollins advised me that ROCC had lost radar contact with the unknown traffic. At 0423 UTC I gave this information to the Washington D.C. ROC.



Erland D. Stephens  
Air Traffic Control Specialist  
Anchorage ARTCC

PERSONNEL STATEMENT

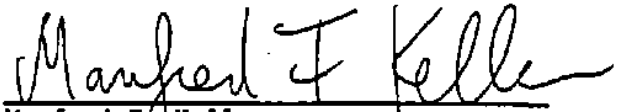
FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to aircraft JLI628 north of Fairbanks, Alaska, on November 18, 1986 at 0218 GMT.

My name is Manfred F. Keller (FK). I am employed as an Automations Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I interpreted the recorded data (radar) reference JLI628. I searched the specific areas where the pilot reportedly had traffic and could not find any indications of other target information.



Manfred F. Keller  
Manfred F. Keller  
Air Traffic Control Specialist  
Anchorage ARTCC

PERSONNEL STATEMENT

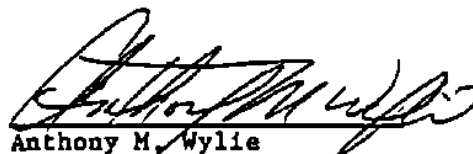
FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident to J11628 North of Fairbanks, Alaska, on November 18, 1986 at approximately 0218 UTC.

My name is Anthony M. Wylie (AW). I am employed as a Quality Assurance Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I have reviewed the Continuous Data Recording of ZAN EARTS, (radar data), reference J11628 alleged sightings. I could not find any target information in the vicinity of the reported traffic. The radar track appeared to be normal and consistent with other tracking data I have reviewed in the past.



Anthony M. Wylie  
Quality Assurance Specialist  
Anchorage ARTCC

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIR TRANSPORTATION SECURITY

On November 17, I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport.

Upon arriving at ANC, I met Agent Mickle and Inspector Wright (FSDO-63) who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew. At JAL Operations we met with Captain Terauchi, 1st Officer Tamefuji, and 2nd Officer Tsukuda along with Mr. Shimbashi, the JAL Operations Manager at Anchorage.

The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B-747. These lights changed position after 2 minutes but remained in front of the A/C for another 10 minutes, then moved to the left side of the A/C. They stated that all they could see were the lights and at no time could they see any craft. However, they did show an object on their WX radar at about 7 miles. The lights were yellow, amber, and green, but no red. The lights were in two separate sets which changed position relative to one another. The crew said that they contacted ARTCC confirmed that they also had it on radar. Near Fairbanks, the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of TKE when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the route.

The only problem noted with their systems was some static in the VHF receiver. The Navigational system in use was INS with no apparent problems.

Upon completion of my discussion with the crew, I called Captain Stevens (Duty Officer to NORAD) and asked if he had any question other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if AF was holding the data and he said yes.

INTERVIEWED/REVIEWED ON November 17, 1987 AT Anchorage, Alaska  
BY Special Agents James Derry [redacted] FILE NO. \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIR TRANSPORTATION SECURITY

Agent Mickle and I then met with Dave Smith (ACS-300) and briefed him on the incident.

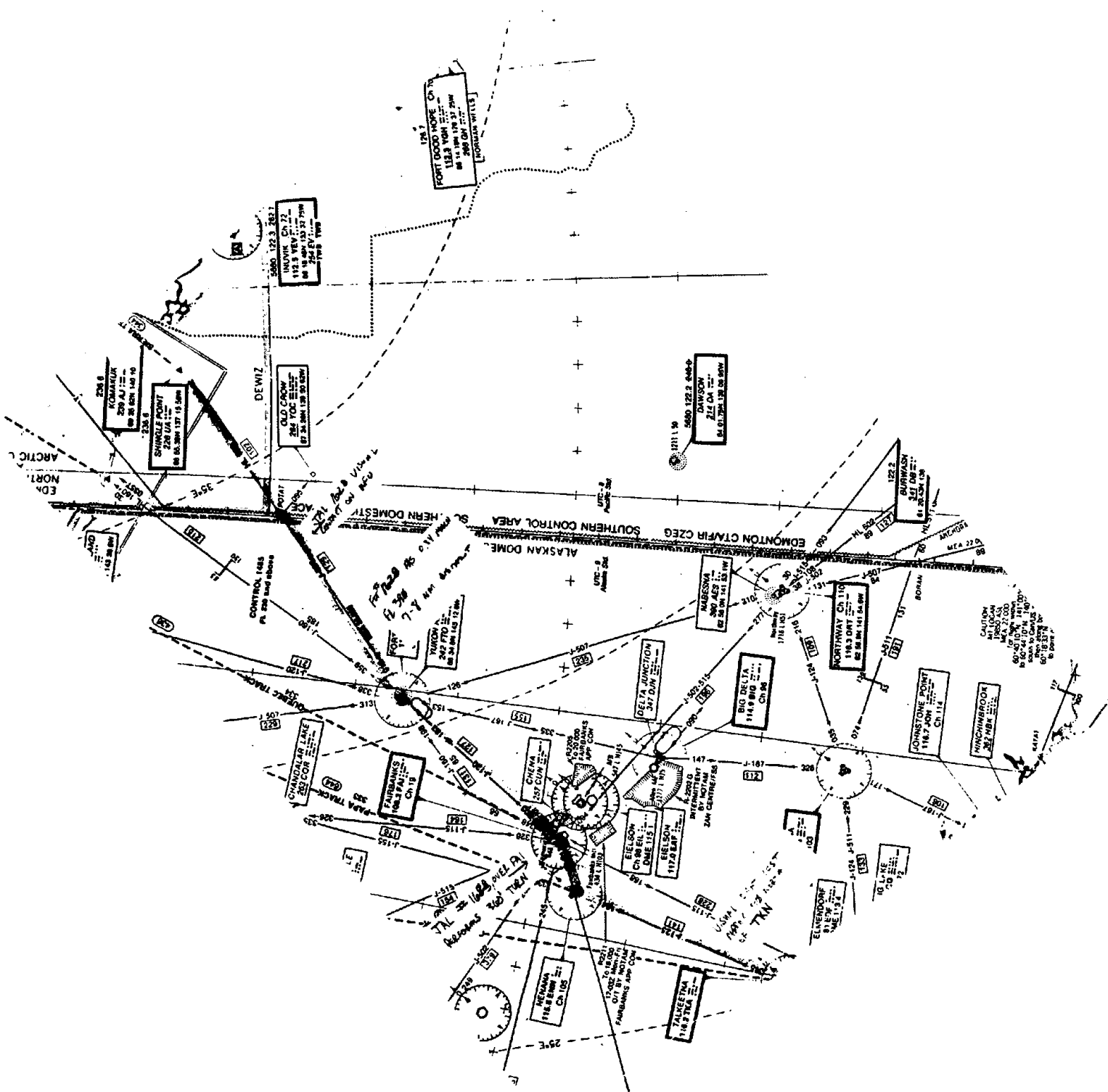
On the morning of November 18, I briefly discussed the incident with AAL-1 & 2.

Attached is a statement from Agent Mickle and a chart and drawings by the JAL Captain.

Only the drawings are by Cpt. Teruchi  
the chart was drawn by Agent Mickle from  
the Captains statement *[Signature]* -

INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska  
by Special Agents James Derry *[Signature]* FILE NO. \_\_\_\_\_





174.7  
 PORT GOOD HOPE CH 7  
 112.3 VHF  
 11.149 179.37 20W  
 240 CH 227  
 [Nonstandard 174.7]

5080.122.3 282.7  
 INDWIK CH 22  
 112.5 VHF  
 11.149 179.37 20W  
 240 CH 227  
 [Nonstandard 174.7]

298.6  
 KOMARUKA  
 229 AJ  
 10.30 282.145 70  
 234.6

SHARPLE POINT  
 228 UA  
 10.30 282.137 15.50W

OLD CROW  
 206 YOC  
 10.30 282.137 15.50W

1211.9  
 5680.122.2 440-0  
 DARWSON  
 212 CH 77  
 10.01 279.128 28.50W

122.2  
 BURWASH  
 212 CH 77  
 10.01 279.128 28.50W

MARSON  
 202 AJ  
 10.30 282.145 70

NORTHWAY CH 110  
 114.3 DRT  
 10.30 282.141 54.0W

WILKINSON  
 10.30 282.141 54.0W

JOHNSTONE POINT  
 118.7 JON  
 CH 112

WINCHAMOROK  
 282 MBR  
 10.30 282.141 54.0W

DELTA JUNCTION  
 247 D/J  
 CH 98

BIG DELTA  
 114.9 BIG  
 CH 98

EISELSON  
 CH 115  
 112.9 EAP

ELKLANDTUNN  
 212 CH 77  
 10.01 279.128 28.50W

NEKOMA  
 118.7 NEK  
 CH 105

VALKENBURG  
 116.7 VAL  
 CH 105

FAIRMOUNTS  
 102 FAI  
 CH 110

MANDALIS LAKE  
 222 M/L  
 CH 105

CHINA  
 207 CHN  
 CH 110

EISELSON  
 CH 115  
 112.9 EAP

DELTA JUNCTION  
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BIG DELTA  
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NORTHWAY  
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VALKENBURG  
 116.7 VAL  
 CH 105

NEKOMA  
 118.7 NEK  
 CH 105

FAIRMOUNTS  
 102 FAI  
 CH 110

MANDALIS LAKE  
 222 M/L  
 CH 105

ARCTIC L  
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DE WITZ

ALASKAN DOME

EDMONTON CLAFIR CZEK

SOUTHERN CONTROL AREA

ALASKA DOMESTIC

NORTH PACIFIC

ARCTIC TRACK

CONTROL 1485

MCA 220

MCA 221

MCA 222

INDWIK

OLD CROW

YUKON

DELTA JUNCTION

BIG DELTA

NORTHWAY

WILKINSON

JOHNSTONE POINT

WINCHAMOROK

ELKLANDTUNN

SHARPLE POINT

ALASKAN DOME

EDMONTON CLAFIR CZEK

SOUTHERN CONTROL AREA

ALASKA DOMESTIC

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NORTH PACIFIC

ARCTIC TRACK

CONTROL 1485

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YUKON

DELTA JUNCTION

BIG DELTA

NORTHWAY

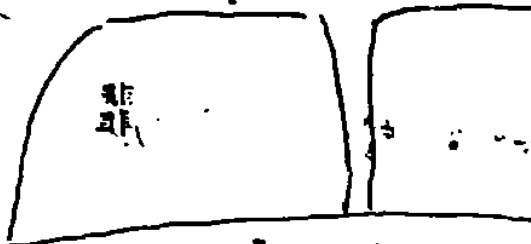
WILKINSON

JOHNSTONE POINT

WINCHAMOROK

AT POTAT

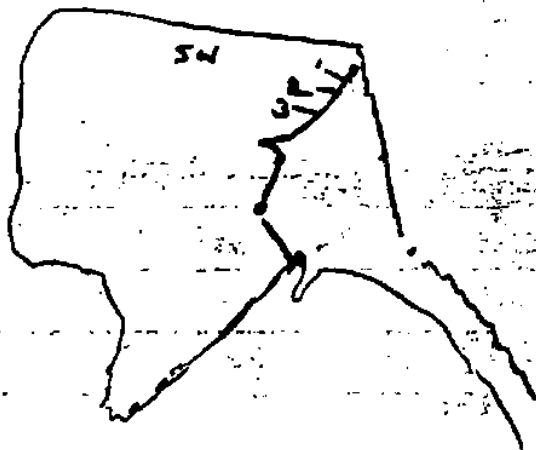
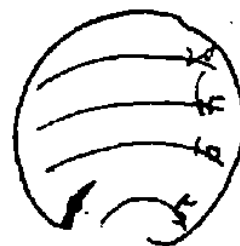
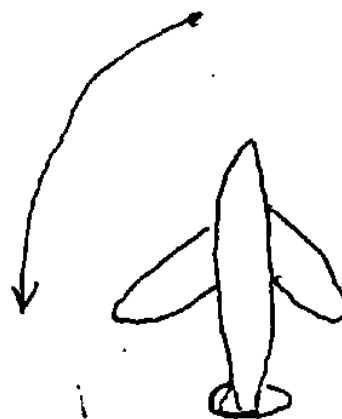
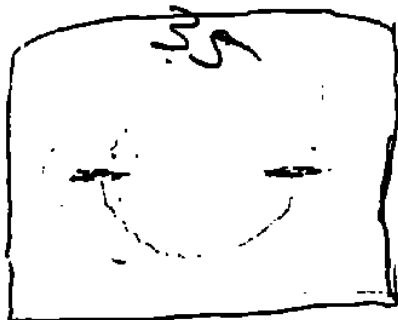
1.



2.



3.



Drawing by  
 Lt. Kenji Toranishi  
 JAL - Pilot  
 Nov. 17<sup>th</sup>

*[Handwritten signature]*

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIR TRANSPORTATION SECURITY

As per telephonic request from FSDO-63, the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview: Responded to Japan Airlines station office as instructed by Manager (James S. Derry), AAL-700. Myself and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of the Captain, Kenju Terauchi, First Officer Takanori Tamefuji, and Flight Engineer Yoshio Tsukuda. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sighted (visually) the unidentified air traffic (UAT) in the vicinity of Potat intersection and the ADIZ. The aircraft he was piloting (B747) was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated the UAT was in front of his aircraft at a distance of approximately seven to eight nautical miles for approximately 12 minutes. The Captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT, he spotted yellow, amber and green lights, and a rotating beacon, but no red lights. The Captain said there were two distinct sets of lights, but appeared to be joined together (as fixed to one object). Captain Terauchi ascertained through visual sighting and radar, that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting, the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself from in front of the B747 to port side. The UAT stayed on the port side for approximately 35 minutes.

Captain Terauchi said he was communicating with ARTOC personnel during the sighting. The captain stated he requested, and received, permission to perform a 360 degree turn while in the vicinity of Fairbanks, Alaska, which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated visual sight of the UAT was lost approximately 40 nautical miles north of Talkeetna, while continuing on to Anchorage.

Additional information regarding the flight:

Captain Terauchi stated there was static during VHF communications with the ARTOC.

Captain Terauchi indicated there was erratic movement with lights of the UAT during the visual contact.

Navigation was being performed by coupling of the onboard INS's.

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INTERVIEWED/REVIEWED ON November 17, 1986 , AT Anchorage, Alaska  
BY Ronald E. Mickle, FAA S/A , FILE NO. \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIR TRANSPORTATION SECURITY

Captain TERAUCHI stated that FAA ATC had indicated to him the presence of a primary target in addition to his aircraft.

*Ronald E. Mickle*  
Ronald E. Mickle  
PSI, AAL-700

Addendum: Through a confidential source at Japan Airlines, it was stated to me that this was not the first sighting of an unidentified aircraft by Captain TERAUCHI.

*RM*

INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska  
BY *Ronald E. Mickle* Ronald E. Mickle, PSI, FAA, AAL-700 FILE NO. \_\_\_\_\_

Walt Andrews  
Your info  
Dick Farnell

### FAA offering UFO mail-order package

THE ASSOCIATED PRESS

**ANCHORAGE** - If you want an inside look at the UFO sighting made by a Japan Air Lines flight crew recently, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for \$194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller statements, even four glossy color photos of regenerated radar data.

The unusual FAA mail-order offer is an agency effort to cope with enormous public interest in the November sighting, said FAA spokesman Paul Steucke.

Since the sighting was publicly disclosed in January, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a \$50 cassette tape of communications between the controllers and the flight crew, to a 30-cent copy of an FAA form summarizing the sighting. Orders of less than \$5 are free.

The FAA on March 5 is scheduled to release the results of its investigation of the sighting.

**Editor's Note:** The FAA address is 701 C St., Box 14, Anchorage, Alaska, 99513.

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Pocono Record

2-25-87

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2-25-87

STROUDSB. 7677A

# Anchorage Daily News

ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 24, 1987

PRICE 25 CENTS

## Mail order will get you UFO details

By HAL BERNTON  
Daily News reporter

To all those hungering for an inside look at the strange world of extraterrestrial happenings, here's a special offer. Mail the Federal Aviation Administration a check for \$194.30, and they'll send you everything you ever wanted to know about the celebrated UFO sighting by a Japan Air Lines flight crew.

The complete package includes tapes of interviews with all the crew, spaceship drawings by the JAL pilot and air controller statements. You even get four glossy color photos of regenerated radar data.

The unusual FAA mail-order business is an effort to cope with the enormous public interest in the bizarre November sighting, which triggered a burst of international publicity. Since the sighting was publicly disclosed in early January, the FAA's Anchorage office has received information requests from more than 200 members of the media, as well as 46 requests

## FAA: Information on UFO sighting available by mail order

Continued from Page A-1

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Paul Steucke, the FAA spokesman, said the information requests for the UFO incident exceed those that followed the 1983 downing of a Korean Air Lines jet by the Soviets.

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For those with tight bud-

gets or limited interest, the FAA has broken down the complete UFO package into 20 individual items. They range from a \$50 cassette tape of communications between controllers and the flight crew to a 30-cent copy of an FAA form summarizing the sighting. Orders less than \$5 are free.

"We wanted to be as responsive as we can to the public. We don't want them to spend \$100 for data they don't

need," Steucke said.

The incident unfolded on Nov. 17 as a JAL flight crew on a cargo flight from Iceland to Anchorage entered Alaska air space. Capt. Kenju Terauchi reported seeing two belts of light that followed his plane, pulsating and emitting amber glows.

In an encounter that lasted about 50 minutes, he also reported seeing a third aircraft, a huge spaceship which he said was the size of two bat-

tleships. He radioed the sighting to Anchorage controllers, who saw what they thought was an object on their own radar at about the same reference point. The objects, Terauchi said, "were not made by human kind. They were of a very high technology and intelligence."

On March 5, the FAA is scheduled to release the results of its own investigation of the sighting. No charge.

See Back Page. FAA



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region

701 C Street, Box 14  
Anchorage, Alaska  
99513

February 21, 1987

IN RESPONSE TO YOUR REQUEST:

The attached order form is in response to your request for Federal Aviation Administration information regarding the unidentified traffic sighting by the flight crew of Japan Airlines flight 1628, on November 17, 1986.

We have described, itemized and listed all the materials that have been produced or obtained by the FAA in this investigation. They are listed on the attached order form.

Some persons may have found the cost of purchasing the entire inquiry package of materials to be expensive and contain items that they might not want. Hence, we have taken the opportunity to list and describe each item, with cost, so that your order can be tailored to fit your needs and budget. Please note that an order which totals \$5.00 or less will be provided free of charge.

Please read the instructions carefully and return your request with payment in full.

Sincerely,

Paul Steucke  
Public Affairs Officer



50 Years of Air Traffic Control Excellence  
— A Standard for the World —



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

---

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

---

**LIST OF RECORDS AVAILABLE**

ORDER FORM  
for  
JAL FLIGHT 1628  
UNIDENTIFIED TRAFFIC SIGHTING  
NOVEMBER 18, 1986 UTC

(The event occurred on November 17, 1986 Alaska Standard Time)

---

Add fees for items ordered. Make payable to Federal Aviation Administration. Send check or money order; no credit cards. Do not send cash.

(Note: Do not send payment if total amount of order is less than \$5.00.)

TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

- - - - -

FAA WILL PAY COST OF DELIVERY SERVICE BY REGULAR FIRST CLASS U.S. POSTAGE ONLY. IF YOU WISH TO HAVE COPIES SENT TO YOU BY FEDERAL EXPRESS, DHL, OR OTHER DELIVERY SERVICE, PLEASE INDICATE SERVICE DESIRED, AND PROVIDE YOUR ACCOUNT NUMBER FOR BILLING OF SHIPPING COSTS:

Service desired \_\_\_\_\_

Account number \_\_\_\_\_

Your Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_



**LIST OF RECORDS AVAILABLE**

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for

**JAL FLIGHT 1628**

**UNIDENTIFIED TRAFFIC SIGHTING**

**NOVEMBER 18, 1986 UTC**

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**PLEASE MARK ITEMS DESIRED.**

- \$194.30 Complete package of all written records and photographs plus all tape recordings.
- \$94.30 Complete package of written records and photographs only.
- 
- 
- \$5.05 Complete Inspection/Investigator (Flight Standards) package, includes items 1 through 9.
- \$0.30 1. FAA Form 8020-5, Aircraft Incident Record. (Brief summary statement, submitted by Flight Standards Division, January 26, 1987) (2 pages)
- \$0.45 2. FAA Form 3112, Inspection and Surveillance Record; notes by Inspector Jack Wright after interview of pilot and crew, 11/17/86. (3 pages written plus 2 pages drawings)
- \$0.30 3. FAA Form 1600-32-1, Notes of interview with all three crew members of JAL Flight 1628; completed by Security Inspector Ronald E. Mickle, 11/17/86. (2 pages)
- \$0.40 4. FAA Form 1600-32-1, Notes on interview with all three crew members of JAL Flight 1628, map, and drawing by the pilot; completed by Special Agent James Derry, 11/17/86. (4 pages)
- \$1.15 5. Transcript of Interview with Captain Terauchi, 1/2/87, by Richard Gordon, manager of flight standards district office in Anchorage. (19 pages)
- \$1.10 6. Written Statement and Drawing by Captain Terauchi; in Japanese. (16 pages written, plus 2 pages drawings)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- \$0.85 7. Written Statement by Captain Terauchi; translated by S. Mimoto of FAA Alaskan Region. English translation of item #6. (13 pages)
- \$1.35 8. Transcript of Interview with First Officer Tamefuji, on 1/5/87 by Inspector Peter E. Beckner. (23 pages)
- \$0.50 9. Transcript of Interview with Flight Engineer Tsukuba on 1/15/87 by Inspector Pete Beckner. (5 pages written, plus 1 page drawing)

---

\$67.70 Complete AIR TRAFFIC PACKAGE, includes Items 10 through 12.

- \$3.05 10. Chronology of Events, report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 17, 1986. (5 pages)

. Transcription of communication between air traffic control and JAL Flight 1628. (23 pages)

Flight path chart. 1 page (map)

Personnel statements. (Statements by seven air traffic control specialists at Anchorage Center.) (8 pages)

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-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- \$57.25 12. Simulated Radar Data, JAL Flight 1628.  
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- \$0.55 13. Selected portions of voice transcriptions, pilot of JAL 1628 and FAA controllers, in chronological order; as released by FAA Public Affairs Office, March 5, 1987. (Data extracted from transcription in item #9)
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- \$25.00 17. Cassette tape of Interview with First Officer Tamefuji. 45 minutes. (Same data as item #7)
- \$50.00 18. Cassette tape of communications between Air Traffic Control and JAL Flight 1628. 1 hour 30 minutes. (Same data as 23 page transcription in item #9)

FREE ITEMS:

- free 19. News release by FAA Public Affairs (Information constructed from personal notes provided by Jim Derry, obtained in interviews with JAL Flight 1628 crew the evening of 11/17/86) (2 pages)
- free 20. News release statement March 5, 1987, by FAA Public Affairs Office upon release of investigation materials.
- free 21. Description of "Split-Beacon Target" by FAA Alaskan Region Airway Facilities Division. (1 page)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

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FEDERAL AVIATION ADMINISTRATION  
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5  
701 C STREET, BOX 14  
ANCHORAGE, ALASKA 99513

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UNIDENTIFIED TRAFFIC SIGHTING

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FEDERAL AVIATION ADMINISTRATION  
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5  
701 C STREET, BOX 14  
ANCHORAGE, ALASKA 99513



March 5, 1987  
FAA, Alaskan Region  
Public Affairs Office  
701 C Street, Box 14  
Anchorage, Alaska 99513

**COMPUTER CDR PRINTOUT**  
Reference to Japan Air Lines Flight #1628  
November 17, 1986, 5:19 pm AKST  
**RECORDED FAA RADAR DATA**

**TIME:**11/18/86, 02:11.23 UTC  
11/18/86, 02:49.13 UTC\*

(38 minutes computer time)  
(20 minutes between first and last uncorrelated return)

**RANGE:**35-215, **AZIMUTH:** 1-90

1550 = Computer assignment number for JAL #1628.

**RB** = Reinforced Beacon return (Normal)  
**RT** = Primary radar return, uncorrelated (Skin/surface)  
**BT** = Secondary radar return, (Beacon/transponder)

Number of pages in computer printout = 15  
Pages with uncorrelated returns: 2,3,4,5,6,7,10.

19 = NUMBER OF UNCORRELATED RETURNS  
86 = NUMBER OF USABLE RADAR RETURNS  
105 = TOTAL NUMBER OF RETURNS FOR ABOVE TIME FRAME.

0219:15, (5:19 pm) Pilot first questioned ARTCC re other traffic.  
0253:13, (5:53 pm) Pilot said, "I couldn't see UFO".

\*UTC = UNIVERSAL TIME COORDINATED

3/3/87

C D R   E D I T O R   L I S T I N G

01

D A T A   S E L E C T E D

B Y   R T   R B

F I L T E R S

TIME: 11/10/86 02:11:00-11/10/86 02:50:00   CONTROLLER: \_\_\_\_\_  
ALTITUDE: -   ACII: \_\_\_\_\_   SUBSYSTEM: 01  
BEACON CODE: \_\_\_\_\_   RANGE: 35-215 AZIMUTH: 1- 90 -  
ETG: N INTERFACILITY: \_\_\_\_\_

①

STIME=TIME,		Range+Azimuth Direction equal JAL #1628				11/18/86		PART	1
BEACON	TARGET REPORTS STIME	RANGE	AGP	DEG	Q	BEACON	ALT	QUA	SYS
	2:11:23.549	165.00	862	75	7			RT	1
SUBSYS	= 1 TOTAL =	1							
	2:11:32.700	194.75	153	13	7	1550-3	350-3	RB	1
	2:11:35.510	103.25	808	71	7			RT	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:11:45.735	193.12	153	13	7	1550-3		RB	1
	2:11:47.619	103.37	807	70	7			RT	1
SUBSYS	= 1 TOTAL =	2						UNCORRELATED PRIMARY RETURN (skin)	
	2:11:57.761	191.50	154	13	7	1550-3	350-3	RB	1
	2:11:59.637	103.25	806	70	7			RT → RT	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:12:09.786	169.87	155	12	7	1550-3	351-3	RB	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:12:21.827	108.25			7	1550-3		RB	1
SUBSYS	= 1 TOTAL =	1							
	2:12:33.603	144.37			7	1550-3		RT	1
		186.75			7			RT	1
		186.50			0			BT	1
		103.25			7			BT	1
SUBSYS	= 1 TOTAL =	4	MOI						
	2:12:45.630	184.87			0	1550-3		BT	1
SUBSYS	= 1 TOTAL =	1	MOI						
	2:12:57.718	183.25	160	14	0	1550-3		BT	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:13:09.799	161.62	160	14	7	1550-3	351-3	RB	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:13:21.825	160.00	161	14	7	1550-3	351-3	RB	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:13:33.723	178.37	163	14	7	1650-3	351-3	RB	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:13:45.810	144.12	146	12	7			RT	1
		176.75	165	14	7	1550-3	350-3	RB	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:13:57.636	175.12	164	14	7	1550-3	350-3	RB	1
	2:14:09.551	144.12	37	3	7			RT	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:14:09.926	173.50	167	14	7	1550-3	350-3	RB	1
	2:14:11.827	103.25	610	71	7			RT	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:14:21.952	171.87	167	14	0	1550-3	350-3	BT	1
		171.62	169	14	7			BT	1
		103.25	806	70	7			RT	1
SUBSYS	= 1 TOTAL =	3	MODE C TOTAL =	1					
	2:14:34.042	170.12	172	15	7	1550-3	350-3	RT	1
		170.25	169	14	0			BT	1
		103.25	807	70	7			RT	1
SUBSYS	= 1 TOTAL =	3	MODE C TOTAL =	1					
	2:14:45.872	168.62	170	14	7	1550-3	350-3	RB	1
SUBSYS	= 1 TOTAL =	1	MODE C TOTAL =	1					
	2:14:57.954	167.00	172	15	7	1550-3	349-3	RB	1
	2:14:59.833	103.37	807	70	7			RT	1
SUBSYS	= 1 TOTAL =	2	MODE C TOTAL =	1					
	2:15:10.041	165.37	173	16	7	1550-3	349-3	RB	1

DISTANCE BETWEEN  
SIGNAL RETURN  
RT/BT  
1/8 to 1/4 MILE

1550-3 1550- Computer  
assigned  
number  
for  
JAL#1628

EXAMPLE OF  
COORDINATED  
or rein-  
forced return

(RB) NORMAL  
reinforced  
beacon  
(return)  
(RT) PRIMARY  
Return  
(Uncorrelated  
Skin/Surface  
(BT) SECONDARY  
(Transpond.)

(2)

BEACON TARGET REPORTS  
STIME

11/18/86

PAGE 2  
QUA- SYS

RANGE	AGP	DEG	Q	BEACON	ALT	QUA	SYS
2:15:10.416	35.25	240	21	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:15:22.069	163.75	175	15	7	1550-3	RB	1
2:15:22.444	35.75	238	20	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:15:24.159	162.25	175	15	0	1550-3	BT	1
	162.12	178	15	7	1550-1	RB	1
	36.37	235	20	7	1200-3	RE	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2							
2:15:36.032	103.25	807	70	7		RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2							
2:15:46.235	160.75	178	15	7		BT	1
	160.50	177	15	0	1550-3	BT	1
	37.00	231	20	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1							
2:15:58.083	158.87	178	15	7		RT	1
	159.00	179	15	0	1550-3	BT	1
	37.62	231	20	7	1200-3	RB	1
2:15:58.458	103.25	807	70	7		RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2							
2:16:00.024	157.25	180	15	7	1550-3	RB	1
	38.25	226	19	0	1200-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:16:22.196	155.75	182	15	7	1550-3	RB	1
	38.87	226	19	0	1200-3	BT	1
2:16:24.132	103.25	806	70	7		RT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2							
2:16:34.300	154.12	184	16	7	1550-3	RB	1
	39.50	223	19	7		RT	1
	39.87	225	19	0	1200-3	BT	1
2:16:36.172	103.25	806	70	7		RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2							
2:16:46.324	152.37	186	16	7		BT	1
	152.50	186	16	0	1550-3	BT	1
	40.00	222	19	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2							
2:16:58.344	150.87	187	16	7	1550-3	RB	1
	40.50	219	19	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:17:10.371	149.25	189	16	7	1550-3	RB	1
	41.12	218	19	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:17:22.357	147.62	190	16	7	1550-3	RB	1
	41.75	215	16	7	1200-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2							
2:17:34.422	146.80	192	16	7	1550-3	RB	1
	42.37	212	18	0	1200-3	BT	1
2:17:37.050	36.75	1030	90	0	0313-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 3							
2:17:46.444	144.37	194	17	7	1550-3	RB	1
	43.00	210	18	7	1200-3	RB	1
2:17:48.701	36.37	1015	89	0	0313-3	BT	1
	36.50	1031	90	0	0313-3	BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 3							

← 1200-3 Code  
VFR Aircraft, not under FAA control

FLACCN TARGET REPORTS  
STIME

11/18/86  
BEACON

PAGE 3  
QUA SYS

STIME	RANGE	AGP	DEG	Q	BEACON	ALT	QUA	SYS
2:17:56.464	142.62	196	17	7			RT	1
	142.75	196	17	0	1550-3	350-3	BT	1
	43.62	200	18	0	1200-3	74-3	BT	1
2:18:00.716	36.00	1022	89	0	0313-3	8-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	3						
2:18:10.306	141.12	196	17	7	1550-3	350-3	RB	1
2:18:10.685	44.12	206	18	0	1200-3	74-3	BT	1
2:18:12.938	35.62	1005	88	0	0313-1		BT	1
	35.75	1017	89	0	0313-3	11-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	3						
2:18:22.327	139.62	199	17	7	1550-3	350-3	RB	1
2:18:22.703	44.75	205	18	0	1200-3	74-3	BT	1
2:18:24.956	35.37	1006	88	0	0313-3	13-3	BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	3						
2:18:34.415	137.87	201	17	7	1550-3	350-3	RB	1
	45.37	202	17	0	1200-3	74-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	2						
2:18:40.499	136.25	203	17	7	1550-3	350-3	RB	1
	45.87	199	17	0	1200-3	74-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	2						
2:18:58.516	134.62	206	18	7			RT	1
	134.75	206	18	0	1550-3	350-3	BT	1
	46.50	196	17	0	1200-3	75-3	BT	1
2:19:00.394	103.25	807	70	7			RT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	2						
2:19:10.600	47.12	194	17	0	1200-3	75-3	BT	1
	133.12	200	18	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	2						
2:19:22.428	47.75	192	16	0	1200-3	76-3	BT	1
2:19:22.804	131.50	210	18	7	1550-3	350-3	RB	1
2:19:24.307	103.37	806	70	7			RT	1
2:19:34.133	144.50	40	4	7			RT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	2						
2:19:34.636	48.37	190	16	0	1200-3	75-3	BT	1
	129.87	213	16	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	2						
2:19:46.525	48.87	179	15	0	1200-3	74-3	BT	1
	49.00	196	17	0	1200-3		BT	1
	128.25	214	18	7	1550-3	350-3	RB	1
2:19:58.249	144.62	45	3	7			RT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	2						
2:19:58.623	49.50	185	16	0	1200-3	74-3	BT	1
	126.62	216	18	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	2						
2:20:10.640	50.25	189	16	7	0000-0		RB	1
	50.12	184	16	0	1200-3		BT	1
	125.00	218	16	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	1						
2:20:22.662	50.75	181	15	0	1200-3	74-3	BT	1
	123.37	225	19	7			RT	1
	123.50	222	19	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	2						
2:20:34.493	51.37	180	15	0	1200-3		BT	1

(7)

BEACON TARGET REPORTS						11/19/86		PAGE	
STIME	RANGE	ASR	DEG	C	BEACON	ALT	QUA	SYL	
2:20:34.860	121.87	224	19	7	1550-3	350-3	RB	1	
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1							
2:20:46.574	52.00	184	16	0	1200-3	75-3	BT	1	
	51.87	177	15	7	1200-3		RE	1	
	120.12	227	19	7			RT	1	
2:20:46.946	120.25	227	19	0	1550-3	350-3	BT	1	
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2							
2:20:58.585	52.50	177	15	0	1200-3	74-3	BT	1	
2:20:58.962	118.62	228	20	7	1550-3	350-3	RE	1	
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2							
2:21:10.666	53.12	195	15	0	1200-3	74-3	BT	1	
2:21:11.041	117.00	232	20	7	1550-3	350-3	RE	1	
2:21:12.543	103.37	806	70	7			RT	1	
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2							
2:21:22.750	53.62	171	15	7			RT	1	
	53.75	176	15	0	1200-3	75-3	BT	1	
	115.87	236	20	7			RT	1	
	115.50	235	20	0	1550-3	350-3	BT	1	
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2							
2:21:34.775	54.37	175	15	7	1200-3	75-3	RE	1	
	113.87	230	20	7	1550-3	350-3	RB	1	
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2							
2:21:46.615	54.87	174	15	0	1200-3		BT	1	
2:21:46.990	112.37	240	21	7	1550-3	350-3	RE	1	
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1							
2:21:58.656	55.50	174	15	7	1200-3	75-3	RE	1	
2:21:59.073	110.62	246	21	7			RT	1	
	110.75	242	21	0	1550-3	350-3	BT	1	
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2							
2:22:10.716	56.25	175	15	7			BT	1	
	56.12	173	15	0	1200-3		BT	1	
2:22:11.094	109.12	247	21	7	1550-3	350-3	RE	1	
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1							
2:22:22.794	56.75	172	15	7	1200-3		RP	1	
2:22:23.170	107.50	249	21	7	1550-3	350-3	RB	1	
2:22:24.672	103.25	807	70	7			RT	1	
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1							
2:22:34.880	57.37	171	15	7	1200-3		RP	1	
	105.87	255	22	7			RT	1	
	106.00	252	22	7	1550-3	350-3	RE	1	
2:22:46.341	144.62	45	3	7			RT	1	
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 1							
2:22:46.718	58.00	169	14	7	1200-3	75-3	RB	1	
2:22:47.217	104.37	257	22	7	1550-3		RB	1	
SUBSYS = 1	TOTAL = 8	MODE C TOTAL = 1							
2:22:58.800	58.62	168	14	7	1200-3	75-3	RB	1	
2:22:59.170	102.07	258	22	7	1550-3	350-3	RE	1	
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2							
2:23:10.826	59.00	171	15	7			RT	1	
	59.25	167	14	0	1200-3	75-3	BT	1	
2:23:11.200	101.25	263	23	7	1550-3	350-3	RB	1	
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2							
2:23:21.016	59.75	166	14	7	1200-3	75-3	RP	1	

BEACON TARGET REPORTS  
TIME

RANGE	ACP	DEC	C	11/18/86 BEACON	ALT	PAGE QUA	S SYS
2:23:23.249	99.62	271	23	7		BT	1
	99.75	266	23	0	1550-3	BT	1
	35.00	932	21	0	0260-3	BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2				
2:23:34.944	60.37	165	14	7	1200-3	75-3	RB
2:23:35.320	98.12	270	23	7	1550-3	350-3	RB
2:23:37.220	35.12	920	81	0	0260-3		BT
2:23:37.575	36.87	1034	90	0	1200-3		BT
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2				
2:23:47.040	61.00	163	14	7	1200-3	75-3	RB
2:23:47.414	96.62	274	24	7	1550-3	350-3	RB
2:23:49.291	35.00	927	81	0	0260-3		BT
	36.62	1030	90	0	1200-3		BT
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2				
2:23:56.938	61.50	161	14	7	1200-3		RB
	95.25	283	24	7			RT
2:23:59.443	95.12	279	24	0	1550-3	350-3	BT
2:24:01.572	36.12	1023	89	0	1200-3		BT
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1				
2:24:10.961	62.12	155	13	7	1200-3	75-3	RB
	62.25	160	14	0	1200-3	75-3	BT
2:24:11.462	93.50	282	24	7	1550-3	350-3	RB
2:24:13.593	35.75	1015	89	0	1200-3	11-3	BT
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	4				
2:24:23.047	62.75	160	14	7	1200-3	75-3	RB
2:24:23.422	92.00	288	25	7	1550-3	350-3	RB
2:24:25.301	35.25	1012	88	0	1200-3	14-3	BT
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	3				
2:24:35.072	63.37	158	13	7	1200-3	75-3	RE
2:24:35.447	90.62	295	25	7			RT
	90.37	293	25	7	1550-3	350-3	RB
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2				
2:24:47.090	64.00	156	13	7	1200-3	75-3	RB
2:24:47.466	68.87	292	26	7	1550-3	350-3	RB
SUBSYS = 1 TOTAL =	2	MODE C TOTAL =	2				
2:24:59.110	64.62	155	13	7	1200-3	74-3	RB
2:24:59.487	87.37	304	26	7	1550-3	350-3	RB
2:25:01.741	48.12	1025	90	7	1200-3		RB
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2				
2:25:10.951	65.12	155	13	7			RT
	65.25	154	13	0	1200-3	74-3	BT
2:25:11.328	85.87	307	26	0	1550-3	351-3	RT
2:25:13.579	48.37	1010	89	7	1200-3	114-3	RB
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	3				
2:25:22.980	65.75	153	13	7	1200-3	74-3	RB
2:25:23.460	84.37	314	27	7	1550-3	350-3	RB
2:25:25.669	48.62	1011	88	0	1200-3	112-3	BT
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	3				
2:25:35.071	66.37	150	13	0	1200-1		BT
	66.50	154	13	7	1200-3		RB
2:25:35.446	82.87	319	28	7	1550-3	350-3	RB
2:25:37.700	48.87	996	87	7	1200-3	109-3	RB
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2				

BEACON	TARGET REPORTS STIME	RANGE	ACP	DEG	Q	11/18/86 BEACON	ALT	PAGE QUA	6 SYS
	2:25:47.153	67.00	150	13	0	1200-3	75-3	BT	1
	2:25:47.529	81.37	328	28	7	1550-3	350-3	RB	1
	2:25:49.408	49.25	983	86	7	1200-3	105-3	RB	1
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	3				
	2:25:59.169	67.75	151	18	7	-		BT	1
		67.62	151	13	0	1200-3	75-3	BT	1
	2:25:59.543	79.87	331	29	7	1550-3	350-3	RB	1
	2:26:01.48E	49.75	967	84	0	1200-3	97-3	BT	1
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	3				
	2:26:11.864	68.12	158	13	7			RT	1
		68.25	150	18	0	1200-3	75-3	BT	1
	2:26:11.814	78.37	338	29	7	1550-3	350-3	RB	1
	2:26:13.31E	58.37	955	83	0	1200-3	88-3	BT	1
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	3				
	2:26:23.149	66.87	149	13	7	1200-3	75-3	RB	1
	2:26:23.902	76.87	344	30	7	1550-3	350-3	RB	1
	2:26:25.40E	51.00	952	83	7			BT	1
		50.87	946	83	0	1200-3	79-3	BT	1
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	3				
	2:26:35.174	69.50	148	13	0	1200-3	74-3	BT	1
	2:26:35.925	75.37	353	31	7	1550-3	350-3	RB	1
	2:26:37.429	51.50	924	81	7	1200-3	71-3	RB	1
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	3				
	2:26:47.256	70.00	148	13	7	1200-3	74-3	RB	1
	2:26:47.759	73.87	362	31	7			BT	1
		74.00	360	31	7	1550-3	350-3	RB	1
	2:26:49.514	51.62	917	80	7			RT	1
		51.75	916	80	0	1200-3	61-3	BT	1
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	3				
	2:26:59.279	70.62	144	12	0	1200-1		BT	1
		70.75	150	13	7	1200-3	75-3	RB	1
	2:26:59.654	72.50	356	32	7	1550-3	350-3	RB	1
	2:27:01.220	52.62	911	80	7			RT	1
	2:27:01.594	51.12	902	79	7	1200-3	45-3	RB	1
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	3				
	2:27:11.364	71.25	148	13	7	1200-3	75-3	RB	1
	2:27:11.740	71.12	373	32	7	1550-3	350-3	RB	1
	2:27:13.242	52.87	903	79	7			RT	1
		50.37	890	78	7	1200-3	46-3	RB	1
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	3				
	2:27:23.203	71.50	149	13	7			BT	1
		71.87	147	12	0	1200-3	75-3	BT	1
	2:27:23.954	69.62	383	33	7	1550-3		RB	1
		69.87	392	34	0	0000-0		BT	1
	2:27:25.457	49.87	876	76	7	1200-3	56-3	RB	1
	2:27:25.83E	37.12	1034	90	0	0162-3		BT	1
SUBSYS = 1	TOTAL =	6	MODE C	TOTAL =	2				
	2:27:35.22E	72.50	148	12	7	1200-3	75-3	RB	1
	2:27:35.900	68.25	390	34	0	1550-3	350-3	BT	1
	2:27:37.17E	103.25	806	70	7			RT	1
		52.25	875	76	7			RT	1
	2:27:37.54E	50.37	868	76	7	1200-3	64-3	RB	1
		36.87	1035	90	0	0162-3		BT	1

0162 Code  
Reserved for aircraft  
under Anchorage  
Airport Approach  
Control. (Not  
enroute)

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BEACON TARGET REPORTS  
STIME

11/18/86  
BEACON

PAGE 7  
QUA SYS

STIME	RANGE	ACP	BEG	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL =	6	MODE C TOTAL =	3					
2:27:47.31E	73.12	147	12	7	1200-3	75-3	RB	1
2:27:48.070	66.87	35E	34	0	1550-3	350-3	BT	1
2:27:49.197	51.75	860	75	7			RT	1
	50.27	884	77	7			RT	1
2:27:49.573	50.50	877	77	0	1200-3	45-3	BT	1
2:27:49.94E	36.75	1030	90	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	6	MODE C TOTAL =	3					
2:27:59.36E	73.62	146	12	7	1200-3	75-3	RB	1
2:28:00.151	65.37	420	37	0	0000-0		BT	1
	66.50	404	35	0	1550-3	350-3	BT	1
2:28:01.27E	50.87	854	75	7			RT	1
	50.12	806	77	7			RT	1
	50.50	888	78	0	1200-3	46-3	BT	1
	36.50	1026	90	0	0162-3		BT	1
2:28:02.029	36.50	1026	90	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	7	MODE C TOTAL =	3					
2:28:11.415	74.25	146	12	7	1200-3	75-3	RB	1
2:28:12.228	64.00	417	36	7	1550-3	350-3	RB	1
2:28:13.354	49.87	860	75	7			RT	1
	50.25	888	78	7			RT	1
	51.25	807	79	7			RT	1
2:28:13.729	51.12	902	79	0	1200-3	58-3	BT	1
	36.25	1022	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	7	MODE C TOTAL =	3					
2:28:23.314	74.87	145	12	7	1200-3	75-3	RB	1
2:28:24.066	62.75	425	37	0	1550-3	350-3	BT	1
	62.62	430	38	7	0000-0		RB	1
2:28:25.193	48.75	850	75	7			RT	1
2:28:25.560	51.75	903	79	0	1200-3	78-3	BT	1
2:28:25.945	36.12	1017	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	6	MODE C TOTAL =	3					
2:28:25.332	75.50	145	12	7	1200-3	75-3	RB	1
2:28:36.003	61.37	437	38	7	1550-3	350-3	RB	1
2:28:37.504	52.12	898	78	7	1200-3	101-3	RB	1
2:28:38.094	35.87	1013	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	3					
2:28:48.174	60.00	448	39	7	1550-3	350-3	RB	1
2:28:49.677	52.00	889	78	0	1200-3	105-3	BT	1
2:28:50.052	35.62	1012	86	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:29:00.153	50.62	457	40	0	1550-3	350-3	BT	1
2:29:01.756	51.62	803	77	0	1200-3	102-3	BT	1
	48.00	900	79	7			RT	1
	35.37	1005	88	0	0162-3		BT	1
2:29:02.131	37.62	1031	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	5	MODE C TOTAL =	2					
2:29:12.2E2	57.37	468	41	7	1550-3	350-3	RB	1
2:29:13.40E	49.37	897	78	7			RT	1
2:29:13.78E	51.00	876	76	7	1200-3	107-3	RB	1
	35.12	1002	88	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2					
2:29:24.372	56.12	480	42	7	1550-3	350-3	RB	1
2:29:25.457	50.12	875	76	0	1200-3	112-3	BT	1

BFACON TARGET REPORTS  
STIME

11/18/86

PAGE 8  
QUA SYS

	RANGE	ACP	DEC	Q	BEACON	ALT		
	50.25	888	77	7			RT	1
	2:29:25.875	35.00	999	87	0	0162-3	BT	1
	2:29:26.250	37.00	1035	90	0	1200-3	BT	1
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	2			
	2:29:36.369	54.75	494	43	7	1550-3	350-3	RB
	2:29:37.517	50.00	879	77	7			RT
		49.62	884	77	7	1200-3	101-3	RB
	2:29:38.268	36.75	1033	90	0	1200-3		BT
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:29:48.568	53.62	507	44	7	1550-3	350-3	RB
	2:29:49.727	49.25	877	77	7			BT
		50.25	893	78	7	1200-3	45-3	RB
	2:29:50.226	36.37	1025	90	0	1200-3		BT
		36.50	1019	89	0	1200-3	6-3	BT
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	3			
	2:30:00.313	99.12	381	33	7			RT
	2:30:00.689	52.37	522	45	7	1550-3	350-3	RB
	2:30:01.814	48.75	887	77	7			RT
		51.00	900	79	0	1200-3	61-3	BT
	2:30:02.192	36.00	1020	89	0	1200-3	8-3	BT
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	3			
	2:30:12.711	51.12	536	47	7	1550-3	350-3	RB
	2:30:12.838	48.12	896	78	7			RT
		51.00	912	80	7	1200-3	79-3	RB
	2:30:14.213	35.62	1018	85	0	1200-3	10-3	BT
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:30:24.769	50.00	549	48	0	1550-3	350-3	BT
	2:30:25.916	48.75	897	78	7			RT
		50.75	911	80	7			RT
		50.62	916	80	0	1200-3	94-3	BT
	2:30:26.251	35.12	1008	88	0	1200-3	12-3	BT
SUBSYS = 1	TOTAL =	5	MODE C	TOTAL =	3			
	2:30:36.672	48.87	567	49	0	1550-3	350-3	BT
	2:30:37.999	50.12	920	80	7	1200-3	101-3	RB
SUBSYS = 1	TOTAL =	2	MODE C	TOTAL =	2			
	2:30:46.958	47.62	579	50	0	1550-3		BT
		47.75	587	51	7	1550-3	350-3	RB
	2:30:49.718	50.62	897	78	7			RT
		49.62	912	80	7	1200-3	103-3	RB
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:31:00.862	46.37	594	52	0	1550-3	350-3	BT
	2:31:01.965	49.62	905	79	7			RT
		49.87	904	79	0	1200-3	77-3	BT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:31:13.256	44.87	687	53	7	1550-3	350-3	RB
	2:31:14.006	50.37	862	78	7	1200-3	30-3	RB
		49.75	918	80	7			RT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:31:24.959	43.37	612	53	0	1550-3	350-3	BT
	2:31:25.325	51.25	780	66	0	1200-3		BT
	2:31:26.086	51.25	885	77	7	1200-3	50-3	RB
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:31:36.985	41.87	615	54	0	1550-3	349-3	BT

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	RANGE	ADP	DEG	Q	BEACON	ALT	QUA	
	2:31:37.736	48.37	899	75	?		RT	1
	2:31:38.114	51.87	893	76	?	1200-3	RB	1
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:31:49.866	48.25	623	54	?	1550-3	350-3	RB
	2:31:49.836	48.87	889	78	?		RT	1
		52.12	896	76	?	1200-3	81-3	RB
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:32:01.307	38.75	629	55	?	1550-3	349-3	RB
	2:32:01.807	103.37	806	70	?		RT	1
	2:32:02.122	50.00	892	76	?		RT	1
		52.00	905	70	?	1200-3	91-3	RB
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:32:13.011	37.25	632	55	?		RT	1
	2:32:13.387	37.12	636	55	?	1550-3	349-3	RT
	2:32:13.764	50.62	866	77	?		RT	1
	2:32:14.141	51.37	905	79	?	1200-3	89-3	RB
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:32:25.106	35.75	644	56	?		RT	1
	2:32:25.481	35.62	644	56	?	1550-3	349-3	RT
	2:32:25.856	50.62	878	77	?		RT	1
		52.87	900	79	?	1200-3	56-3	RT
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	2			
	2:32:27.879	49.87	862	75	?		RT	1
	2:32:38.255	50.00	892	78	?	1200-3	38-3	RB
SUBSYS = 1	TOTAL =	2	MODE C	TOTAL =	1			
	2:32:49.967	49.25	897	78	?	1200-3	69-3	RB
SUBSYS = 1	TOTAL =	1	MODE C	TOTAL =	1			
	2:33:01.955	49.37	904	79	?	1200-3	92-3	RB
SUBSYS = 1	TOTAL =	1	MODE C	TOTAL =	1			
	2:33:14.213	49.75	928	79	?	1200-3	99-3	RB
	2:33:14.714	37.12	1033	90	?	4441-3	6-3	BT
SUBSYS = 1	TOTAL =	2	MODE C	TOTAL =	2			
	2:33:25.918	103.37	806	70	?		RT	1
	2:33:26.293	51.25	904	79	?		RT	1
		50.25	910	79	?	1200-3	101-3	RB
		37.00	1033	90	?	4441-3		BT
SUBSYS = 1	TOTAL =	4	MODE C	TOTAL =	1			
	2:33:37.946	51.62	891	78	?		RT	1
	2:33:38.321	50.62	907	79	?	1200-3	103-3	RB
	2:33:38.696	36.87	1025	90	?	4441-3		BT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	1			
	2:33:49.968	51.75	877	77	?		RT	1
	2:33:50.408	50.50	898	78	?	1200-3	56-3	RB
	2:33:50.720	36.87	1032	90	?	4441-3		BT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	1			
	2:34:02.056	51.50	873	76	?		RT	1
		49.87	887	77	?	1200-3	43-3	RB
		36.75	1032	90	?	4441-3	6-3	BT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			
	2:34:14.061	103.25	806	70	?		RT	1
		49.00	888	78	?	1200-3	71-3	BT
	2:34:14.833	36.75	1032	90	?	4441-3	6-3	BT
SUBSYS = 1	TOTAL =	3	MODE C	TOTAL =	2			

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4371 Code - C-130

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STIME	RANGE	ACF	DEG	Q	BEACON	ALT	QUA	SYS
2:34:25.911	103.25	886	78	7			RT	1
2:34:26.267	50.25	878	76	7			RT	1
	48.62	900	79	7	1200-3	98-3	RB	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	1					
2:34:38.377	50.25	898	78	7			RT	1
	48.75	985	79	7	1200-3	107-3	RB	1
SUBSYS = 1 TOTAL =	2	MODE C TOTAL =	1					
2:34:50.399	51.12	892	78	7			RT	1
	49.12	904	79	7			RT	1
	49.25	902	79	0	1200-3	103-3	BT	1
2:34:50.773	36.87	1033	90	0	4441-1	6-3	BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2					
2:35:02.111	51.50	884	77	7			RT	1
2:35:02.549	49.87	902	79	0	1200-3	70-3	BT	1
	36.67	1038	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:35:14.133	50.50	898	76	7			RT	1
	51.12	876	76	7			RT	1
2:35:14.510	50.75	893	78	0	1200-3	33-3	BT	1
2:35:14.947	36.87	1029	90	0	0000-0		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1					
2:35:26.222	50.37	865	76	7			RT	1
2:35:26.598	51.25	901	79	7	1200-3	50-3	RB	1
	36.87	1029	90	0	0000-0		BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	1					
2:35:38.427	49.87	878	77	7			BT	1
	51.37	911	80	7			RT	1
	51.12	908	79	0	1200-3	68-3	BT	1
2:35:38.801	36.75	1029	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1					
2:35:50.511	50.25	892	78	7			RT	1
	50.62	913	80	7	1200-3	81-3	RB	1
2:35:50.886	36.75	1029	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:36:02.156	103.37	805	70	7			RT	1
2:36:02.533	49.75	900	79	7			RT	1
	50.12	913	80	7	1200-3		RB	1
2:36:02.927	36.75	1030	90	0	4465-3	484-3	ID BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1					
2:36:14.612	50.12	905	79	7	1200-3	58-3	RB	1
	36.87	1030	90	0	4441-1		BT	1
SUBSYS = 1 TOTAL =	2	MODE C TOTAL =	1					
2:36:26.322	50.50	892	78	7	1200-3	33-3	RB	1
2:36:26.698	36.87	1024	90	0	1200-3		BT	1
2:36:27.074	36.62	1029	90	0	1200-1		BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	1					
2:36:38.528	50.62	878	77	7	1200-3	60-3	RB	1
	50.25	916	80	7			RT	1
2:36:38.914	36.75	1028	90	0	4441-1		BT	1
	36.50	1029	90	0	0000-0		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1					
2:36:50.625	50.75	869	76	7	1200-3	68-3	RB	1
2:36:51.000	36.50	1022	89	0	0000-0		BT	1

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STIME	RANGE	ACP	LEG	Q	BEACON	ALT	QUA	SYS
	36.37	1025	90	0	1721-3	484-3	BT	1
	36.75	1031	90	0	4441-1		BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:37:02.200	103.25	805	70	7			BT	1
2:37:02.645	50.62	859	75	7	1200-3	08-3	BT	1
2:37:03.023	36.75	1028	90	0	4441-3	6-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:37:14.414	49.87	860	75	7	1200-3	02-3	BT	1
	51.12	858	78	7			BT	1
2:37:14.789	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:37:26.427	103.25	806	70	7			BT	1
	51.37	873	76	7			BT	1
	49.50	807	77	0	1200-3	64-3	BT	1
2:37:26.938	36.75	1028	90	0	4441-3		BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 1						
2:37:38.839	49.00	895	78	7	1200-3	55-3	BT	1
	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:37:50.299	48.25	768	67	0	1200-3		BT	1
2:37:50.800	48.12	906	79	7			BT	1
	48.25	901	79	0	1200-3	52-3	BT	1
2:37:51.050	36.75	1028	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:38:02.753	48.37	879	77	7			BT	1
	47.62	918	80	7	1200-3	53-3	BT	1
2:38:03.129	36.75	1029	90	0	4441-3	6-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:38:14.771	47.87	927	81	7			BT	1
	48.00	934	82	0	1200-3	72-3	BT	1
2:38:15.146	36.75	1028	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:38:26.485	46.62	897	78	7			BT	1
2:38:26.861	48.62	923	81	0	1200-3	92-3	BT	1
	48.75	940	82	0	1200-3		BT	1
2:38:27.238	36.75	1028	90	0	4441-3	6-3	BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:38:38.956	49.12	918	80	0	1200-3	95-3	BT	1
	36.75	1029	90	0	4441-3		BT	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1						
2:38:50.604	46.50	930	81	7			BT	1
2:38:50.979	49.12	903	79	7	1200-3	90-3	BT	1
	36.75	1029	90	0	4441-3		BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1						
2:39:02.818	48.37	895	78	7	1200-3	103-3	BT	1
2:39:03.153	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:39:14.902	47.62	899	79	7			BT	1
	47.75	896	78	0	1200-3	124-3	BT	1
2:39:15.283	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:39:26.927	47.12	903	79	7	1200-3	123-3	BT	1
2:39:27.304	36.75	1016	80	0	4441-3	292-3	BT	1

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STIME		RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS		
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 2								
2:39:28.635	48.75	898	78	7				RT		1	
2:39:39.010	47.25	917	80	0	1200-3	115-3		BT		1	
2:39:39.385	36.87	1029	90	0	4441-3			BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 1								
2:39:51.091	48.12	923	81	7	1200-3	111-3		RB		1	
	36.87	1030	90	0	4441-3			BT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:40:02.733	47.12	899	79	7				RT		1	
2:40:03.110	48.75	917	80	7	1200-3	82-3		RB		1	
	36.87	1023	89	0	4441-3	6-3		BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 2								
2:40:14.942	46.62	910	79	7				BT		1	
	48.50	905	79	7	1200-3	39-3		RB		1	
2:40:15.441	36.87	1027	90	0	4441-3			BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 1								
2:40:27.032	48.75	895	78	7	1200-3	61-3		RB		1	
	48.25	916	80	7				RT		1	
2:40:27.408	36.87	1029	90	0	4655-1			BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 1								
2:40:39.050	49.25	887	77	7	1200-3	76-3		RB		1	
	47.62	928	81	7				RT		1	
2:40:39.425	36.87	1028	90	0	4441-3	6-3		BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 2								
2:40:51.130	49.75	897	78	7	1200-3	85-3		RB		1	
2:40:51.504	36.75	1027	90	0	4441-3			BT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:41:02.824	49.87	906	76	7				RT		1	
2:41:03.200	50.00	909	79	0	1200-3	90-3		BT		1	
	36.75	1027	90	0	4441-3	6-3		BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 2								
2:41:15.036	49.87	912	80	0	1200-3			BT		1	
2:41:15.411	36.87	1028	90	0	4441-3	6-3		BT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:41:27.123	49.12	916	80	0	1200-3	70-3		BT		1	
SUBSYS = 1	TOTAL = 1	MODE C	TOTAL = 1								
2:41:38.780	48.00	776	68	0	0000-0			BT		1	
2:41:39.156	48.00	907	79	7	1200-3	30-3		RB		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:41:51.245	47.37	909	79	0	1200-3	79-3		RT		1	
	47.12	913	80	7				RT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:42:02.948	49.50	901	79	7				RT		1	
	47.12	922	81	7				RT		1	
2:42:03.324	47.25	914	80	0	1200-3	94-3		BT		1	
SUBSYS = 1	TOTAL = 3	MODE C	TOTAL = 1								
2:42:14.966	49.12	904	79	7				RT		1	
2:42:15.343	47.62	924	81	0	1200-3	95-3		BT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:42:27.173	48.12	928	81	7				RT		1	
	48.25	929	81	0	1200-3	97-3		BT		1	
SUBSYS = 1	TOTAL = 2	MODE C	TOTAL = 1								
2:42:39.257	48.12	919	80	7	1200-3	63-3		RB		1	

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STIME	RANGE	ACP	DEC	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:42:51.282	46.62	906	79	7			RT	1
	48.62	907	79	7	1200-3	33-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	1						
2:43:03.367	46.87	917	80	7			RT	1
	49.25	909	79	0	1200-3	56-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	1						
2:43:14.699	49.37	777	68	0	1200-3		BT	1
2:43:15.074	47.75	915	80	7			RT	1
	49.37	913	80	0	1200-3	69-3	BT	1
2:43:24.843	121.25	83	-7	7			RT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =	1						
2:43:27.475	49.12	922	81	0	1200-3	73-3	BT	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:43:39.252	48.50	931	81	0	1200-3	73-3	BT	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:43:51.338	47.62	932	81	7			BT	1
	47.75	928	81	0	1200-3	71-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	1						
2:44:03.363	47.12	924	81	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:44:15.445	47.12	925	81	7			RT	1
	46.75	909	79	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =	1						
2:44:27.475	46.87	901	79	7	1200-3	70-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:44:39.183	47.25	891	78	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:44:51.393	47.75	885	77	7	1200-3	72-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:45:03.466	48.37	882	77	7	1200-3	74-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:45:15.502	48.87	886	77	7			RT	1
	49.00	880	77	7	1200-3	76-3	RB	1
2:45:24.955	144.37	46	4	7			RT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	1						
2:45:27.583	49.87	881	77	7	1200-3	77-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:45:38.912	50.50	757	66	0	1200-1		BT	1
2:45:39.287	50.37	884	77	7			RT	1
2:45:39.662	50.50	887	77	7	1200-3	81-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	1						
2:45:51.502	51.00	887	77	7	1200-3	84-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:46:03.213	51.37	766	67	0	1200-3		BT	1
	51.37	888	78	7	1200-3	85-3	RB	1
2:46:03.714	51.50	909	79	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =	2						
2:46:15.621	51.75	910	79	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:46:27.702	52.12	920	80	7	1200-3	86-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =	1						
2:46:39.731	52.50	926	81	7	1200-3	86-3	RB	1

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PAGE 14  
QUA STS

RANGE	DOF	DEG	Q	BEACON	ALT	QUA	STS
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:46:51.820	52.87 935	82	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:47:03.664	53.37 948	83	7	1200-3	83-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:47:15.691	53.50 960	84	7			RT	1
	53.87 955	83	0	1200-3	82-3	BT	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:47:27.776	54.37 966	84	7	1200-3	80-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:47:39.488	103.37 885	78	7			RT	1
2:47:39.863	54.87 976	85	7	1200-3	78-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:47:51.888	55.37 977	85	7	1200-3	76-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:48:03.974	55.75 985	87	7	1200-3	74-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:48:16.130	56.00 997	87	0	4431-3	74-3	BT	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:48:28.160	56.37 1005	88	7	4431-3	70-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:48:40.246	56.37 1021	89	7			RT	1
	56.50 1016	89	7	4431-3	-66-3	RB	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:48:52.327	56.37 1028	90	7			RT	1
	56.50 1026	90	0	4431-3	64-3	BT	1
SUBSYS = 1 TOTAL = 1	MODE C TOTAL = 1						
2:49:03.973	56.12 1035	90	7			RT	1
2:49:13.427	121.00 89	7	7			RT	1
SUBSYS = 1 TOTAL = 2							

15



## INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY <b>INCIDENT</b>	2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS
		SATISFACTORY
		UNSATISFACTORY <small>(Explain in Item 8)</small>
		7. FURTHER ACTION REQ.
		NO
		YES (Explain action in Item 8)

**B. FINDINGS/RECOMMENDATIONS**

J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO ANCHORAGE. CAPT. KENJU TERAUCHI. SPEED .84 Mach.

I RECEIVED A CALL FROM DICK POWERS CONCERNING A JAL FLT WHICH THE CAPT. HAD STATED HE WAS BEING FOLLOWED OR SHADOWED.

I OBSERVED THE A/C LAND ON R/W 6R AT 1820 HOURS NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO INTL RAMP AREA. I INTERVIEWED CAPT. TERAUCHI & CREW OF TWO (F/O & F/E) THE CAPT. STATED THAT THIS WAS THE 1<sup>ST</sup> TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM. HE STATED THAT APPROX. 5NM AFTER PASSING THE CANADIAN/ALASKAN BORDER AT 35,000' SOMETHING APPEARED 5 TO 7 NM IN FRONT OF THE A/C IT HAD LIGHTS 9 OR 5 IN A LINE (SEE DRAWINGS) AND HE SAID IT WAS BIGGER THAN THEY WERE (B-747); AT TIMES THIS OBJECT WOULD BE TO THE CAPT SIDE OF THE A/C (LEFT). NEVER THE OTHER SIDE (RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING THE FAE AREA HE REQUESTED TO FLY PARALLEL TO COURSE AND THIS WAS GRANTED. ~~SEE~~ page 2

<input type="checkbox"/> OPERATIONS	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
<input type="checkbox"/> MAINTENANCE	11/17/86	AAL-FSDO-63	<i>Jack M. Light</i>
<input checked="" type="checkbox"/> AVIONICS			

## INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY	2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS
		SATISFACTORY
		UNSATISFACTORY <small>(Explain in item 8)</small>
		7. FURTHER ACTION REQ.
		NO
		YES (Explain action in item 8)

Page 2

where he turned to the right and flew parallel the object was gone. [IN ALL CASES the weather RADAR WAS ALSO USED to identify the object. and the 5 to 7 NM distance was taken from the radar display (20NM Range)]. They returned to course and the CAPT SAID "There it WAS, AS IF IT WAS WAITING for me." At Approx. TALKATNA Area the object took off to the east and was gone. A UNITED FLT departed from ANC & WAS REQUESTED to check if they could see anything but it was gone before United got there. NOTHING ~~different~~ different WITH the CARDS EXCEPT SOME EXPENSIVE wine. The CAPT. & Crew were shook-up but professional. JAMES DERRY INTERVIEWED THE CREW AT JAL Operations. CAPT. TERACHI had asked ATC if they were picking up two targets and was told "just ONE". THE TOTAL TIME WAS APPROX. 55 MINUTES - A NEW crew took the flight ON TO TOKYO. CAPT TERACHI & crew were to be in

(Page 3)

<small>(If more space is required, use reverse side.)</small>	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
OPERATIONS			
MAINTENANCE			
AVIONICS			

## INSPECTION AND SURVEILLANCE RECORD

<b>1. WORK ACTIVITY</b>	<b>2. UNITS</b>	<b>3. HOURS</b>
<b>4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN</b>	<b>5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)</b>	<b>6. RESULTS</b>
		SATISFACTORY
		UNSATISFACTORY <small>(Explain in item 8)</small>
		<b>7. FURTHER ACTION REQ.</b>
		NO
		YES (Explain action in item 8)

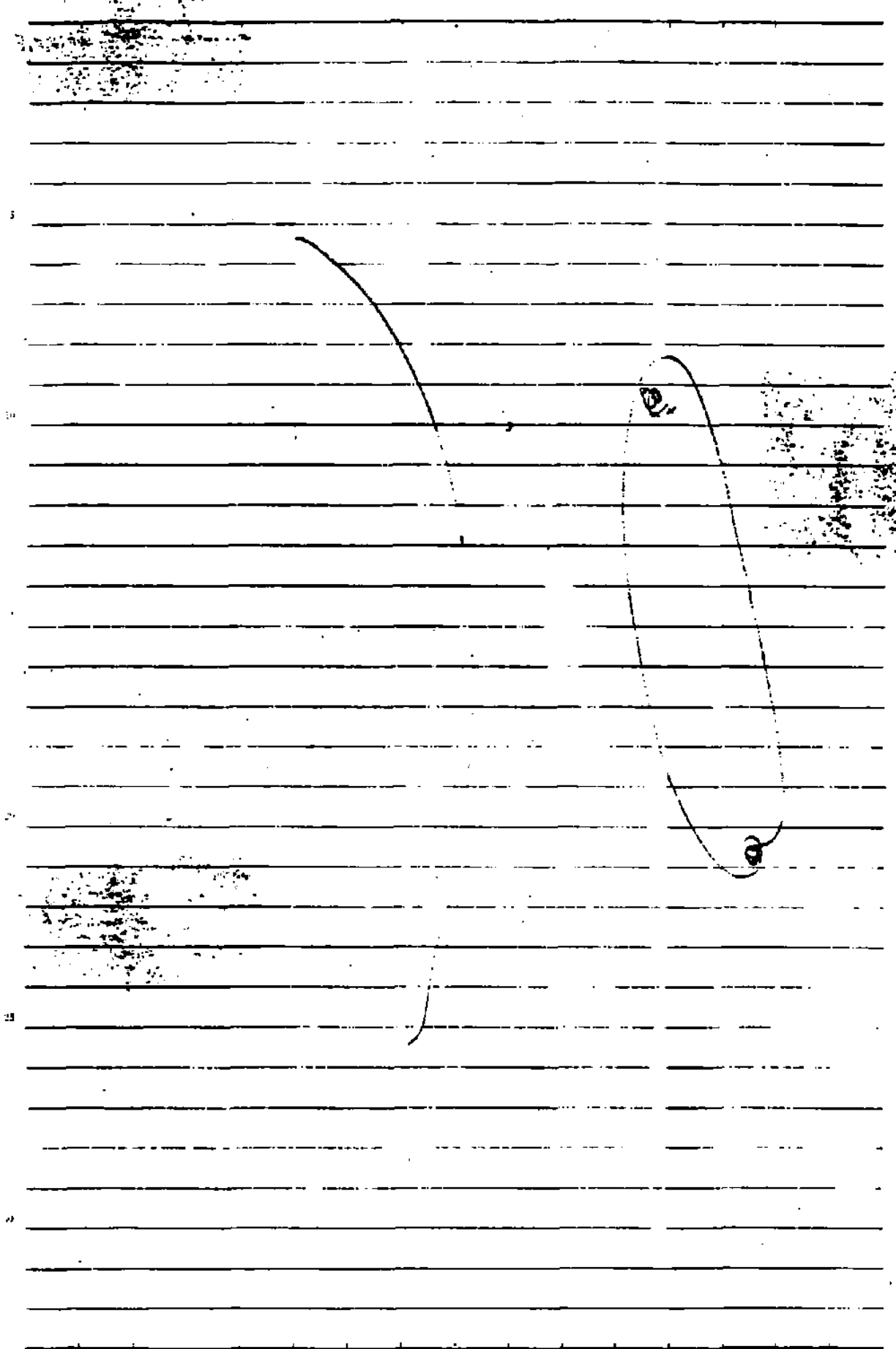
**8. FINDINGS/RECOMMENDATIONS**

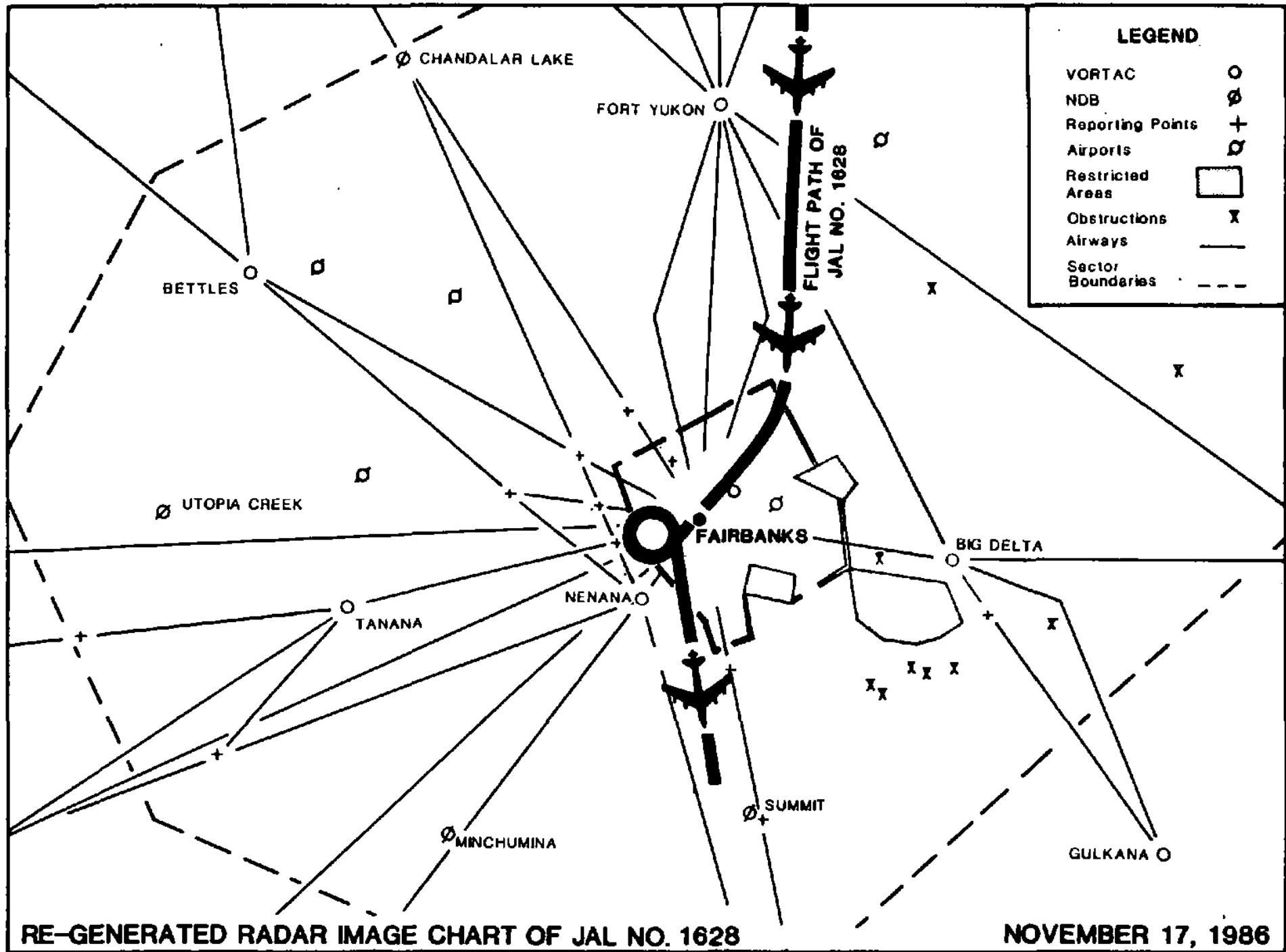
Anchorage for 3 days before any additional flights.

JAMES DERRY requested the tapes AND ANY OTHER info be saved.

(If more space is required, use reverse side)

<b>OPERATIONS</b>	<b>DATE</b>	<b>REGION AND DISTRICT OFFICE</b>	<b>INSPECTOR'S SIGNATURE</b>
<b>MAINTENANCE</b>			
<b>AVIONICS</b>			







U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region

701 C Street, Box 11  
Anchorage, Alaska  
99513

February 21, 1987

IN RESPONSE TO YOUR REQUEST:

The attached order form is in response to your request for Federal Aviation Administration information regarding the unidentified traffic sighting by the flight crew of Japan Airlines flight 1628, on November 17, 1986.

We have described, itemized and listed all the materials that have been produced or obtained by the FAA in this investigation. They are listed on the attached order form.

Some persons may have found the cost of purchasing the entire inquiry package of materials to be expensive and contain items that they might not want. Hence, we have taken the opportunity to list and describe each item, with cost, so that your order can be tailored to fit your needs and budget. Please note that an order which totals \$5.00 or less will be provided free of charge.

Please read the instructions carefully and return your request with payment in full.

Sincerely,

Paul Steucke  
Public Affairs Officer



50 Years of Air Traffic Control Excellence  
— A Standard for the World —



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

LIST OF RECORDS AVAILABLE

ORDER FORM  
for  
JAL FLIGHT 1628  
UNIDENTIFIED TRAFFIC SIGHTING  
NOVEMBER 18, 1986 UTC

(The event occurred on November 17, 1986 Alaska Standard Time)

Add fees for items ordered. Make payable to Federal Aviation Administration. Send check or money order; no credit cards. Do not send cash.

(Note: Do not send payment if total amount of order is less than \$5.00.)

TOTAL AMOUNT ENCLOSED: \$ 194<sup>30</sup>

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FAA WILL PAY COST OF DELIVERY SERVICE BY REGULAR FIRST CLASS U.S. POSTAGE ONLY. IF YOU WISH TO HAVE COPIES SENT TO YOU BY FEDERAL EXPRESS, DHL, OR OTHER DELIVERY SERVICE, PLEASE INDICATE SERVICE DESIRED, AND PROVIDE YOUR ACCOUNT NUMBER FOR BILLING OF SHIPPING COSTS:

Service desired FIRST CLASS U.S. POSTAGE

Account number \_\_\_\_\_

Your Name MUTUAL UFO NETWORK, INC. (MUFON)

Address 103 OLDTOWNE ROAD

SEGUIN, TEXAS 78155-4099

LIST OF RECORDS AVAILABLE

ORDER FORM

for

JAL FLIGHT 1628

UNIDENTIFIED TRAFFIC SIGHTING

NOVEMBER 18, 1986 UTC

(The event occurred on November 17, 1986 Alaska Standard Time)

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PLEASE MARK ITEMS DESIRED.

\$194.30 Complete package of all written records and photographs plus all tape recordings.

\$94.30 Complete package of written records and photographs only.

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\$5.05 Complete Inspection/Investigator (Flight Standards) package, includes items 1 through 9.

\$0.30 1. FAA Form 8020-5, Aircraft Incident Record. (Brief summary statement, submitted by Flight Standards Division, January 26, 1987) (2 pages)

\$0.45 2. FAA Form 3112, Inspection and Surveillance Record; notes by Inspector Jack Wright after interview of pilot and crew, 11/17/86. (3 pages written plus 2 pages drawings)

\$0.30 3. FAA Form 1600-32-1, Notes of interview with all three crew members of JAL Flight 1628; completed by Security Inspector Ronald E. Mickle, 11/17/86. (2 pages)

\$0.40 4. FAA Form 1600-32-1, Notes on interview with all three crew members of JAL Flight 1628, map, and drawing by the pilot; completed by Special Agent James Derry, 11/17/86. (4 pages)

\$1.15 5. Transcript of Interview with Captain Terauchi, 1/2/87, by Richard Gordon, manager of flight standards district office in Anchorage. (19 pages)

\$1.10 6. Written Statement and Drawing by Captain Terauchi; in Japanese. (16 pages written, plus 2 pages drawings)

-more-



JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- \$0.85 7. Written Statement by Captain Terauchi; translated by S. Mimoto of FAA Alaskan Region. English translation of item #6. (13 pages)
- \$1.35 8. Transcript of Interview with First Officer Tamefuji, on 1/5/87 by Inspector Peter E. Beckner. (23 pages)
- \$0.50 9. Transcript of Interview with Flight Engineer Tsukuba on 1/15/87 by Inspector Pete Beckner. (5 pages written, plus 1 page drawing)

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○ \$67.70 Complete AIR TRAFFIC PACKAGE, includes Items 10 through 12.

- \$3.05 10. Chronology of Events, report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 17, 1986. (5 pages)

Transcription of communication between air traffic control and JAL Flight 1628. (23 pages)

Flight path chart. 1 page (map)

Personnel statements. (Statements by seven air traffic control specialists at Anchorage Center.) (8 pages)

FAA Form 7230-4, Daily Record of Facility Operations for Anchorage Air Route Traffic Control Center, showing time and watch supervisors' entries of major items in facility log. (3 pages)

FAA Form 7230-10, Position Logs. (Record of which employees were working each position at what time.) (2 pages)

- \$7.75 11. Anchorage Air Route Traffic Control Center computer printout of Continuous Data Recordings (radar tracking data) (151 pages)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- \$57.25 12. Simulated Radar Data, JAL Flight 1628.  
(5 color 7 1/2" X 7 1/2" photos, 5 pages)
- 
- \$0.55 13. Selected portions of voice transcriptions, pilot of JAL 1628 and FAA controllers, in chronological order; as released by FAA Public Affairs Office, March 5, 1987. (Data extracted from transcription in item #9)
- \$10.00 14. Series of four black and white 5" X 7" glossy photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
- \$11.00 15. Series of four color 5" X 7" photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
- 
- \$25.00 16. Cassette tape of Interview with Captain Terauchi. 57 minutes. (Same data as item #5)
- \$25.00 17. Cassette tape of Interview with First Officer Tamefuji. 45 minutes. (Same data as item #7) **8**
- \$50.00 18. Cassette tape of communications between Air Traffic Control and JAL Flight 1628. 1 hour 30 minutes. (Same data as 23 page transcription in item #9) **10**
- 
- FREE ITEMS:
- free 19. News release by FAA Public Affairs (Information constructed from personal notes provided by Jim Derry, obtained in interviews with JAL Flight 1628 crew the evening of 11/17/86) (2 pages)
- free 20. News release statement March 5, 1987, by FAA Public Affairs Office upon release of investigation materials.
- free 21. Description of "Split-Beacon Target" by FAA Alaskan Region Airway Facilities Division. (1 page)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

- free      22. Alert Report from Director of FAA Alaskan Region to FAA Administrator, 12/31/86. Record of telephone conversations of Deputy Director, FAA Alaskan Region with General Nichols, Colonel Wick, and Captain Jim Crickenberger (U.S. Air Force) on 1/2/87. Table of contents of file kept in FAA Alaskan Region Director's office, pertaining to 11/17/86 unidentified object sighting by Japan Air Lines flight 1628. (5 pages)
- 
- 

PLEASE COMPLETE AND RETURN THE ENTIRE ORDER FORM TO:

FEDERAL AVIATION ADMINISTRATION  
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5  
701 C STREET, BOX 14  
ANCHORAGE, ALASKA 99513

*Check # 1629      Paid 2/28/87*

UTC Universal Time Coordinated. (Used to be Greenwich Time, Zulu)  
NORAD North American Defense Air Command  
FSDO-63 FAA Flight Standards District Office, Anchorage/S.C. Area  
POTAT Intersection location name on airway map. (Northwest of  
Fort Yukon.  
J529 Airway route  
INS Internal Navigation System  
ARTCC (Anchorage) Air Route Traffic Control Center (Enroute traffic)  
PVD Plan View Display (Radar Screen)  
ROCC Regional Operations Command Center (Military, AF)  
350 35,000 feet elevation

Chief of Operations

IDENTIFICATION A.		1. CODE	2. DATE	3. TIME (Local)	AIRCRAFT INCIDENT RECORD								
				1/29/87	1840AST	4. CATEGORY <input checked="" type="checkbox"/> AIR CARRIER-TYPE <input type="checkbox"/> AIR TAXI <input type="checkbox"/> COMMUTER <input type="checkbox"/> GENERAL AVIATION <input type="checkbox"/> OTHER	5. DAY OF WEEK Thursday	6. COORDINATES 63.20N 157.30W	7. LOCATION (City and State) 60 miles west of McGrath, AK 8. NEAREST FIX (Radial and Distance) MCG 272 <sup>0</sup> /60 miles				
AIRCRAFT B.		1. AIRFRAME		2. ENGINES		3. PROPELLERS							
		MAKE/MODEL Boeing 737	REGISTRATION NO. N743AS	AIRCRAFT CLASS	AIRWORTHINESS CLASS Standard	HOURS	T.S.O. N/A	TOTAL TIME N/A	MAKE/MODEL N/A	SERIAL NO. (Malfunctioning)	1. _____ 2. _____	3. _____ 4. _____	T.S.O. (Malfunctioning)
OPERATOR C.		1. NAME AND ADDRESS Alaska Airlines Seattle, Washington			6. AIR CARRIER OPERATING CERTIFICATE NO. 802		AUTHORIZED OPERATIONS UNDER FAR PARTS. 121						
		2. FLIGHT NO. AS #53	4. MAINT DESIGNATOR ASAA		7. OPERATING CERTIFICATE NO. N/A		AUTHORIZED OPERATIONS UNDER FAR PARTS. N/A						
3. UNDER FAR 121		5. CAB 298C FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO											
INJURY AND DAMAGE D.		1. PERSONS INVOLVED	2. PERSONS ABOARD	3. MINOR INJURY	4. SERIOUS INJURY	5. FATAL INJURY	6. DAMAGE		8. TYPE OF FLYING				
		PASSENGERS	17	0	0	0	0	<input checked="" type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> DESTROYED <input type="checkbox"/> FIRE AFTER IMPACT <input type="checkbox"/> PROPERTY DAMAGE <input type="checkbox"/> UNKNOWN	PERSONAL BUSINESS EXECUTIVE CORP INSTRUCTION AERIAL APPLICATION INDUSTRIAL SPECIAL FERRY TEST FOREST FIRE PARACHUTE AIR SHOW PASSENGER CARGO PASSENGER/CARGO MAIL OTHER				
FLIGHT CREW		2	0	0	0	0	7. PHASE OF OPERATION		GROUND TAXI TAKEOFF CLIMB LEVEL FLIGHT DESCENT APPROACH LANDING				
CABIN CREW		2	0	0	0	0	UNCONTROLLED		<input checked="" type="checkbox"/> PASSENGER <input type="checkbox"/> CARGO <input type="checkbox"/> PASSENGER/CARGO				
GROUND CREW		0	0	0	0	0	CONTROLLED		UNCONTROLLED				
PUBLIC/OTHER		0	0	0	0	0	CONTROLLED		UNCONTROLLED				
TOTALS		21	0	0	0	0	CONTROLLED		UNCONTROLLED				
HANDICAPPED		0	0	0	0	0	CONTROLLED		UNCONTROLLED				
EVACUATION INJURIES		0	0	0	0	0	CONTROLLED		UNCONTROLLED				
9. PART NAME/NO.		N/A											
AIRPORT E.		1. NAME N/A			6. REMARKS								
		<input type="checkbox"/> CONTROLLED	<input type="checkbox"/> UNCONTROLLED		2. RUNWAY NUMBER		3. FIELD ELEVATION	4. RUNWAY LENGTH	5. SURFACE CONDITION				
WEATHER F.		1. SOURCE	3. SKY CONDITION	5. VISIBILITY RESTRICTION	7. D.P.	8. WIND	10. REMARKS						
		Pilot	Clear	none	UNK	UNK							
2. TIME		4. VISIBILITY	6. TEMP.	9. ALTIMETER									
1835AST		Unlimited	-38 <sup>0</sup> Approx.	29.92									



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: INFORMATION: Transcription concerning the  
incident involving Alaska Airlines 53 on  
January 30, 1987

Date FEB 9 1987

From Bobby J. Lamkin  
Air Traffic Service Evaluator  
Alaskan Region

Reply to  
Attn of

To:

This transcription covers the time period from January 30, 1987, 0336 UTC to  
January 30, 1987, 0349 UTC.

Agencies Making Transmissions

Abbreviation

Anchorage Air Route Traffic Control Center

ZAN

Alaska Airlines Flight 53

AS53

I HEREBY CERTIFY that the following is a true transcription of the recorded  
conversations pertaining to the subject aircraft incident.

  
Name

ATS Evaluator  
Title

(0336)

(0337)

(0338)

0339:29 AS53 Center fifty-three

0339:30 ZAN Alaska fifty-three—go ahead

0339:33 AS53 Any traffic in this ah area do you headed towards Anchorage

0339:36 ZAN Ah I have one coming outbound from Anchorage towards McGrath at this time—its a piper navajo at twelve thousand and ah—I have a same direction Ryan Air beech zero two estimating over McGrath zero four zero eight at two five zero other than that I don't have any other airplanes

0339:52 AS53 Okay we're just curious up at about our altitude ah headed that direction—thanks———you haven't had any UFO reports lately—huh

0340:10 ZAN Well I was just getting ready to ask you about that ah could you tell me ah the position of that aircraft

0340:15 AS53 \*(Ahead) just underneath our radar pickup up a blip he's moving about a mile a second just pulled right away (unintelligible) shot at him but ah—\*(man) he was there and then he was gone

0340:26 ZAN Alaska fifty-three roger and ah—ah did you have any visual sighting with that aircraft or anything like that

0340:32 AS53 Negative we just pickup up on radar the ah traffic and ah just watched it just pulls out straight ahead of us and just just disappear in a matter of seconds

0340:41 ZAN Alaska fifty-three roger standby please

0344:31 AS53 Anchorage Alaska fifty-three McGrath

0344:34 ZAN Alaska fifty-three go ahead

0344:36 AS53 Fifty-three McGrath at zero three four four level three five zero—Anchorage zero four one four landing

0344:45 ZAN Alaska fifty-three roger contact Anchorage Center one one eight point two six zero DME southeast of McGrath—and I just checked on this we don't have military as active there

shouldn't be any any military aircraft over we're ah not talking too at this time operating in your vicinity ah have you shown any else on radar since that last ah contact

0345:03 AS53 Ah no sir

0345:06 ZAN Alaska fifty-three will see you next time good day

0345:08 AS53 (unintelligible)

(0346)

(0347)

(0348)

(0349)

End of Transcript

\*This portion of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.





U.S. Department  
of Transportation  
Federal Aviation  
Administration

Alaskan Region

FSDO-63  
4510 W. Int'l. Airport Road, Suite 302  
Anchorage, Alaska 99502-1088


STATEMENT OF INTERVIEW WITH ALASKA AIRLINES CREW

January 29, 1987 at 1930 AST

At approximately 1900 on January 29, 1987, I received a call from Anchorage Center Manager, stating that Alaska Airlines Flight No. 53 had reported to Anchorage Center that it had seen a target on their weather radar and asked if the Center had any other aircraft operating in the area. I informed the ARTCC Manager that I would interview the crew at Anchorage International Airport.

I interviewed the crew at Alaska Airlines Operations on January 29, 1987 at approximately 1930 AST. The crew stated that they had departed Nome, Alaska at 1800 enroute to Anchorage. The incident happened approximately 60 miles west of McGrath, Alaska. The aircraft was operating on a heading of East at an altitude of 35,000 feet and an airspeed of Mach .73. The weather was clear and the visibility was unlimited. At approximately 1835 AST the crew noticed a return on the weather radar at their 12 o'clock position and at a range of 25 miles. Both pilots stated that the target was strong and bright. They both looked outside and could not see any lights or targets. Looking back at the radar the target had moved approximately 5 miles further ahead of them to approximately 30 miles. Each sweep of the radar (approximately 1 second) the target would move 5 miles further ahead of them until it went off the radar scope at 50 miles. The captain stated that since the military was having "war games" in the area that it was probably a USAF Aircraft going at a very high rate of speed. He then called Anchorage Center and asked the controller if there was any reported aircraft in the area and reported what he had seen.

The area is not within radar coverage of the Anchorage ARTCC. The controller on duty checked with the USAF (Alaska Air Command) and was told the they did not have aircraft operating in that area at that time.

  
Richard O. Gordon  
Manager  
AAL FSDO-63

PERSONNEL STATEMENT

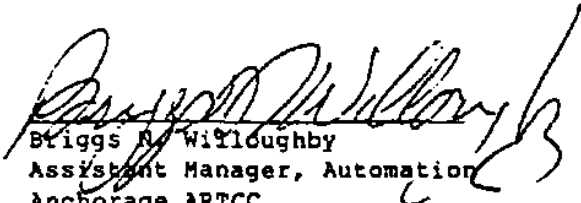
FEDERAL AVIATION ADMINISTRATION  
Anchorage Air Route Traffic Control Center

February 3, 1987

The following is a report concerning the incident involving Alaska Airlines Flight 53 (AS53) at approximately 40W MCG on January, 30 1987 at 0340 UTC.

My name is Briggs N. Willoughby (BW). I am employed as the Assistant Manager of Automation by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

I have reviewed recorded radar data covering the time and location of the reported incident. I found nothing to indicate that an aircraft performing as reported was present.

  
Briggs N. Willoughby  
Assistant Manager, Automation  
Anchorage ARTCC



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# News:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

CONTACT: PAUL STEUCKE

**FOR IMMEDIATE RELEASE**

February 6, 1987 (REVISED FEB. 21, 1987)\*  
#86-06 (#87-09)

**UNKNOWN TRAFFIC SIGHTED BY ALASKA AIRLINES CREW  
ON ONBOARD WEATHER RADAR**

The Alaska Airlines flight crew of a Boeing 737 aircraft, flight #53, enroute from Nome to Anchorage, Alaska, on January 29, 1987, reported to the FAA Anchorage Air Route Traffic Control Center, the sighting of unidentified air traffic on their onboard weather radar system. The incident occurred at about 6:39 pm, 60 miles west of the community of McGrath, which is approximately 200 miles northwest of Anchorage. The aircraft was flying at 35,000 feet altitude at night, the weather was clear.

Both pilots noticed the target on their weather radar scope and looked to see if there was any "traffic" in front of them. At no time did either crewmember see anything outside the aircraft. The Captain asked the FAA air traffic controller in Anchorage if there was "any traffic in this-ah-area, do you---headed towards Anchorage?".

The FAA controllers at the air route control center in Anchorage reported a piper navajo at twelve thousand outbound from Anchorage towards McGrath, and a Beech estimated to be over McGrath at 4:04 pm, but nothing else.

The Alaska Airlines Captain responded, "Okay, we're just curious. Up at about our altitude (35,000) ah..headed that direction--thanks--...You haven't had any UFO reports lately...huh?". The controller responded, "Well I was just getting ready to ask you about that ...ah...could you tell me ...ah...the position of that aircraft."

The area is not within radar coverage of the FAA air route traffic control center. Control of aircraft in the area is done by the center with the use of radio contact. The controller on duty checked with the USAF, Alaskan Air Command, and was told that they did not have military aircraft operating in that area at that time.

more...

-2- ALASKA AIRLINES RADAR SIGHTING, JAN.29, 1987.

The flight crew reported that the target on their radar moved at a very high rate of speed, approximately 5 miles on each sweep of the radar (5 MILES PER SECOND). As the target moved off their radar they changed the range of their radar from 50 miles to 100 miles and saw the target briefly before it became lost in the ground clutter created by the Alaska Range of mountains.

The flight crew was interviewed by FAA inspectors when they landed at Anchorage.

Material developed as a result of this investigation will be released on or about March 5, 1987, in Anchorage, Alaska.

# # #

\* Release updated due to additional available material from inquiry.

# UFO POTPOURRI

no. 314

## Crew Claims a UFO Followed Plane Across the Arctic Circle

ANCHORAGE, Alaska (UPI) — The crew of a Japan Air Lines cargo jet claimed that a mysterious UFO with bright flashing white and yellow lights followed it across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them, and the controller in charge of the Boeing 747 picked up the second unknown object on his radar screen, Federal Aviation Administration spokesman Paul Steucke said yesterday.

But Steucke said electronically recorded radar data shows no second object and "we can't reconcile the difference."

The Air Force also reported briefly seeing a second object

on radar, but Alaska Air Command Capt. Robert Morris said officials believe the object may have been some sort of "random clutter or weather interference."

The strange sight reported by the pilot, copilot and flight engineer of JAL Flight 1628 remains a mystery.

Flight 1628 had left Reykjavik, flying over the North Pole to Tokyo with a stop in Anchorage. Following the UFO sighting, it landed at Anchorage International Airport and FAA security manager Jim Derry interviewed all three crewmen.

According to the FAA account, lights appeared only a mile from the plane as it crossed the Arctic Circle about 30 miles southeast of the town of Fort Yukon.

Main: Union Leader 12-30-86

*Über Alaska: Braunschweiger Zeitung*

## Riesiges UFO verfolgte Fracht-Jumbo

*Jan 2, 87*

ANCHORAGE (dpa) Ein riesiges unbekanntes Flugobjekt (UFO), das angeblich eine japanische Frachtmaschine über Alaska verfolgte, gibt zur Zeit in den USA Rätsel auf. Der Zwischenfall, der sich bereits am 17. November ereignet hatte, ist von der US-Luftfahrtbehörde FAA und der Luftwaffe teilweise bestätigt worden. Das unbekannte Objekt war auf den Radarschirmen der FAA und der Air Force gesichtet worden.

Der in Anchorage (Alaska) stationierte Flugkapitän Kenju Terauchi (47), der seit 28 Jahren als Pilot tätig ist, schilderte das UFO als riesiges walnußförmiges Gebilde, das „zweimal größer als ein Flugzeugträger“ gewesen und von zwei kleineren Objekten begleitet worden sei.

Das beleuchtete fliegende Objekt sei parallel zu dem Jumbo-Jet der Japan Airlines geflogen und habe sich ihm so weit genähert, daß er die FAA über Funk um Erlaubnis gebeten haben, ein Ausweichmanöver zu fliegen.

Er habe die Flughöhe daraufhin um mehr als tausend Meter verringert und sei Kurven geflogen, berichtete Terauchi, aber „sie folgten uns immer noch“. Der Pilot kann sich die überirdisch schnelle und wendige Erscheinung nur so erklären, daß es sich um eine Flugmaschine von Außerirdischen handelte.

Die Flugkontrolle der FAA berichtete, das auf dem Radarschirm beobachtete Objekt habe den JAL-Flug 1628 mindestens 32 Minuten lang begleitet und sich dem Jumbo dabei bis auf fünf Meilen genähert. Dem Kapitän kam es noch erheblich länger vor.

Auf die Frage, warum das UFO wohl ausgerechnet seine Frachtmaschine verfolgt habe, hatte Terauchi lächelnd eine einleuchtende Erklärung parat: „Wir hatten Beaujolais an Bord, einen sehr berühmten Wein aus Frankreich. Vielleicht wollten sie ihn trinken.“

*von J. Melosconi*

## AN AIR FORCE chief admits proof of UFO

**A**N AIR FORCE chief has admitted he has rock-solid proof his men spotted and tracked a UFO.

Only after an exhaustive two-year investigation by aeronautical experts did Zimbabwe Air Commodore David Thorne see fit to reveal the findings relating to the mind-boggling sighting.

Dozens of people witnessed a round object topped by a cone streak over southern Zimbabwe, according to a report in a magazine.

"We have not been able to identify the object," Thorne said. "We have had to classify it as a UFO. Our estimates indicate that the UFO was traveling at twice the speed of sound."

After the mysterious spacecraft was spotted, air traffic controllers tracked it on radar.



**MYSTERY OBJECT** was incredibly shiny.

"Two air force jets went over the object," adds Thorne. "The pilots described the object as incredibly shiny, reflecting

the colors of the sunset." But as night fell, the team tracking the UFO realized it was giving off its own light.

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# We're Going to Ruin the Ending: The Split-Radar Returns Did It

By KEN WELLS

Staff Reporter of THE WALL STREET JOURNAL

Publishers who sell paperback mysteries for \$2.98 may be envious of the Federal Aviation Administration's regional office in Anchorage, Alaska. The office is offering a pricey mystery that's drawing a lot of attention—a \$194.30 unbound collection of reports dealing with the celebrated sighting of a UFO by a Japan Air Lines pilot over the Arctic Ocean last Nov. 17.

"We've sold 50 complete packages so far," and received about 300 orders for portions, says Paul Steucke, an FAA spokesman in Anchorage.

## Glossy Color Photos

In consideration of UFO-watchers whose resources aren't astronomical, the agency will sell separately any of the 20 items in the collection. These include a \$50 cassette recording of the conversation between flight controllers and the JAL crew during the 50-minute encounter, and a \$56 set of glossy color photos of radar readouts. The prices are based on the cost of reproducing the materials.

Orders continue to roll in despite the FAA's conclusion—in a separate report that costs nothing—that it couldn't substantiate the sighting. Its technical experts in Atlantic City, N.J., said blips on a radar screen that appeared to confirm an object

in the vicinity of the JAL jet were actually "split-radar returns"—shadows of the plane's primary echo.

The conclusion was bolstered, says Mr. Steucke, by a report of a United Airlines pilot who, at the request of Anchorage flight controllers, flew near the path of the JAL jet at the time of the mysterious radar readings. He saw no other aircraft.

The FAA normally doesn't get into either the UFO or the publishing business. But it investigated this incident because an aircraft might have ventured unreported into the airspace of the JAL cargo carrier, which was en route from Iceland to Anchorage, Mr. Steucke says.

## A Pilot's View

And though the agency routinely makes certain reports available, it has been as mystified by the demand for its costly documents as some people are by the sighting itself. But the graphic testimony of Kenju Terauchi, the JAL pilot who reported the sighting, probably hasn't hurt sales.

He told the FAA immediately after the incident that he had been followed by two strands of lights, pulsating with amber glows, and a huge craft that appeared to be a "mother ship." He later said the large UFO was the "size of two battleships" and appeared to be made by "a very high technology and intelligence."

# FAA says UFO on radar screen was just a double image of jet

## United Press International

ANCHORAGE — Federal investigators say a review of radar tapes failed to show a UFO shadowing a Japan Air Lines cargo jet, contradicting reports made by the crew and the air-traffic controller who handled the plane.

The Federal Aviation Administration's examination of the tapes shows what appears to be a second object near JAL Flight 1628 on Nov. 17, but investigators now think it is a double image from the Boeing 747, FAA spokesman Paul Steucke said yesterday.

On Dec. 29 the FAA released details of the UFO sighting, revealing the flight controller handling the jet saw an object on radar five

miles from the plane. The Anchorage Air Route Traffic Control Center directed the crew to take evasive maneuvers, including a 4,000-foot drop and a 360-degree turn.

Co-pilot Takanori Tamefuji, 39, said yesterday he did not know why the FAA first confirmed a nearby object and now dismisses it as an image of the 747.

In his second interview with the FAA Tuesday, Tamefuji reiterated that he saw lights, and Steucke said, "The co-pilot's testimony supported the pilot's."

Although the FAA is satisfied with the double-image explanation, the inquiry is continuing with interviews of the crew and a

review of data, Steucke said.

Steucke said the pilot, co-pilot and flight engineer have told the same story: Blinking yellow, amber and green lights appeared too close to their plane for comfort.

The FAA says the controller apparently misinterpreted what he saw on his screen. But Steucke defended the controller's response, saying, "He had a pilot tell him he was seeing something right there. This is not something where he can take a risk even if it is a double image."

The radar image seen in the JAL cockpit and by the controller also appeared intermittently on Air Force radar. Air Force spokesmen dismissed it as "random clutter."

SEATTLE TIMES  
JAN. 8, 1987  
CR: L. W. H. THURSTON

# UFO POTPOURRI

no. 313

Page 4, Section 1

Houston Chronicle

Saturday, February 28, 1987

## Sea find may be 'Flight 19' plane

KEY WEST, Fla. (AP) — Treasure seekers have discovered the wreckage of a plane they say might be one of five Navy aircraft that disappeared more than 40 years ago on a routine training flight.

The crew of Mel Fisher's Swordfish pulled a Grumman Avenger airplane from the 1940s out of mud in water 33 feet deep 20 miles west of Key West on Tuesday, said Don Kincaid, vice president of Treasure Salvors Inc.

The disappearance of Navy Flight 19, consisting of the five TBM-3 Avengers, torpedo-bombers normally based on carriers, and the loss of a twin-engine Navy Martin Mariner subsequently sent to search for them is frequently mentioned in the lore of the "Bermuda Triangle."

The Bermuda Triangle, off the southeastern coast of the United States, was popularized by Charles Berlitz in a best-selling 1974 book of that title that told of ships and planes vanishing into a mysterious void.

Navy and Coast Guard officials have scoffed at the theory, noting that some of the world's busiest shipping and flight lanes cross the area and that over the years, accidents are bound to occur.

Key West also is far beyond the westernmost boundary of the legendary Miami-Bermuda-San Juan triangle.

But Fisher, who has made millions salvaging treasure off the Florida coast, said he believes the plane could be one of the five.

Salvors "stumbled across" the wreckage in 1971 during a search for a galleon and were in the vicinity again last week, Kincaid said.

"Mel just wanted to pull it up out of curiosity," he said. "We ran across it again on a whim. We're not in the business of looking for Bermuda Triangle wreckage."

The five Avengers left a World War II training field at Fort Lauderdale on a training mission Dec. 5, 1945, each carrying a pilot and radio operator.

The flight leader was soon lost in hazy skies, despite the prevalent clear and sunny weather. Radio contact was maintained until the planes ran out of fuel still searching for the way home.

A Martin Mariner, a twin-engine patrol plane with 13 aboard, left the Banana River Naval Air Station near Cocoa Beach the next morning to search for the squadron.

The plane failed to return and no trace was found.

No human remains were found in the Avenger salvaged this week, said Mel Fisher's son, Kim.

When the fuselage was hoisted from the water, an open parachute spilled out, said Scott Nierling, a Treasure Salvors photographer.

The plane, estimated at 40 feet from tip to tail and with a wingspan around 60 feet, was brought to Key West for identification. It still bears Navy markings.

## Can't rule out UFO because of radar

From Lindy Whitehurst, Houston.

The November sighting of a large UFO by the crew of a Japan Air Lines 747 cargo jet was reportedly tracked briefly by the Federal Aviation Administration, the U.S. Air Force and the 747's own radar. A few days later, the FAA claimed a "split image" of the 747 while the USAF chimed in with "electronic clutter." Never mind the 747's on-board radar picking it up and the visual sighting by all three crew members.

Such radar malfunction "coincidences" are common throughout the history of the UFO, with stories of angry veteran civilian and military pilots who report, only to have some desk-flying lieutenant tell them they were seeing Venus, which often was not even visible in the sky at the time.

The classic UFO shape — one of curved surfaces, no sharp angles and no visible hot engine exhausts — is the goal of the U.S. program to design radar-proof fighters and bombers. UFOs flying under and though U.S. radar not geared to track them are unlikely to generate substantial radar evidence to prove their existence. Still, the lack of radar confirmation to a major UFO sighting can never be considered a blot on its record.

## FAA Steps Up UFO Inquiry

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

The veteran pilot, Kenji Terauchi, told investigators that two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Thursday, January 15, 1987

Houston Chronicle

Section 2, Page 11

LAC. EV. CITIZEN, N.H.  
5 Jan 1987

Cr. J. Melescu

BY JOHN F. SCHUESSLER

P. O. BOX 58485

HOUSTON, TEXAS 77258-8485

# Pilot tells of UFO so big that it made his 747 seem a toy

CR: Kristi Jones

## UFO: Pilot says his 747 was dwarfed

From Page 1

unknown object in silhouette, and he said, "It was a very big one — two times bigger than an aircraft carrier."

Terauchi made a drawing of the large UFO, looking something like a giant walnut-shaped object, with big bulges above and below a wide, flattened brim.

The captain, who is stationed in Anchorage with his family, was flying from Iceland to Anchorage on a Europe-to-Japan flight when the crew had its unexplained encounter in clear weather over Alaska.

Terauchi said the three unidentified objects followed his jet for 400 miles.

"It was unbelievable," he said, acknowledging that some of his colleagues have doubts about what the crew saw.

FAA investigators who questioned the crew in Anchorage concluded they were "normal, professional, rational, (and had) no drug or alcohol involvement," the report by FAA security manager Jim Derry said. Crew cockpit experience totals more than 46 years, the pilot said.

Terauchi said the crew was not frightened but wanted to avoid whatever was all lit up in their flight path: "We want to escape from this."

That's why they went along with FAA directives to drop 4,000 feet and make turns — including a

### United Press International

ANCHORAGE, Alaska — A veteran pilot whose sighting of an unidentified flying object was confirmed on radar screens said the thing was so enormous that his Japan Airlines cargo plane was tiny compared with the mysterious object.

Capt. Kenju Terauchi also said there were two other small unidentified objects, smaller than his Boeing 747, that did not appear on radar.

Terauchi, the co-pilot and the flight engineer all told Federal Aviation Administration investigators that they saw UFO lights.

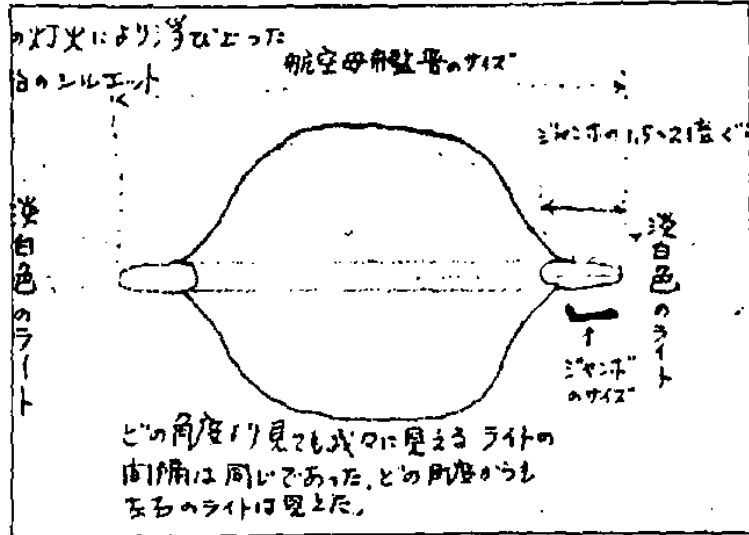
"They were flying parallel and then suddenly approached very

close," said Terauchi, 47, who requested and received FAA permission to take whatever evasive action was necessary to avoid the UFO, which appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

Terauchi spoke to United Press International Tuesday, one day after the UFO incident on the evening of Nov. 17 was revealed by the FAA. Additional FAA data released Tuesday again confirmed that government radar picked up the object that Terauchi said followed his jumbo jet.

Terauchi, a pilot for 29 years, said he briefly glimpsed the large

See UFO, Page A10



United Press International

**Pilot Kenju Terauchi** provides sketches related to his reported UFO sighting. Top: Lights appear almost in front of the plane; a closeup of the lights is at right. Center: The UFO dwarfs Terauchi's Boeing 747 just to right of the UFO. Bottom: The UFO first appears on the radar screen.

uchi said, "They were still following us."

He said the evasive maneuvers were of no avail and the lights stayed close — once appearing in front of the cockpit. Radar showed one close object.

Terauchi said he could not explain the mysterious events that have been partly confirmed by the FAA and the Air Force, except to speculate that he witnessed something of extraterrestrial origin of a far more advanced technology.

He expressed amazement that the objects moved so quickly and stopped suddenly.

Terauchi referred to the objects as "two small ships and

translator, Terauchi drew maps, pictures and supplied technical annotation to describe the events.

Asked why he thought UFOs would tail his chartered cargo plane, Terauchi laughed and jokingly replied: "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

FAA flight control reports indicate the object stayed with JAL Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer.

The flight controller directing the JAL plane reported the object on his radar as close as five miles

English but ooo



# UFO POTPOURRI

no. 308

The Houston Post/Tues., December 30, 1986/ 11C

## UFO followed them, jet crew says Object reportedly flew 'in formation' with JAL plane

ANCHORAGE, Alaska. (UPI) — The crew of a Japan Air Lines cargo jet claimed that a mysterious UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them, and the Air Force confirmed an object briefly flew near the plane, Federal Aviation Administration spokesman Paul Steucke said Monday.

But, although the Air Force radar briefly picked up a second object, Steucke said, FAA controllers in Anchorage and Fairbanks did not.

The strange sight reported by the pilot, copilot and flight engineer of JAL Flight 1628 remains a mystery.

The incident occurred Nov. 17 but was not made public until a news reporter queried the FAA.

Flight 1628 had left Reykjavik, flying over the North Pole to Tokyo with a stop in Anchorage. After the UFO sighting, it landed at Anchorage International Airport, and FAA security manager Jim Derry interviewed all three crewmen.

According to the FAA account, lights appeared only a mile from the plane as it crossed the Arctic Circle about 30 miles southeast of the town of Fort Yukon.

"They said they could not see the shape, only the lights," Steucke said of the crew's account. "The lights indicated to them it may be a large aircraft or a large something."

The white and yellow strobe lights followed the Boeing 747 for

50 miles. The crew estimated they were 7 miles away. The lighting was not normal aircraft-marking pattern, the crew reported.

When the report was made to the Air Route Traffic Control Center at 6:19 p.m., Steucke said controllers tried to locate the object on radar but "were unable to confirm a second target with our equipment. Our radar system picked up one target."

In other words, FAA controllers located only the JAL jumbo jet.

At 6:26 p.m., Steucke said the FAA contacted the Military Regional Operations Control Center at Elmendorf Air Force Base in Anchorage, and "we asked them if they were receiving any radar returns."

The Air Force told the FAA it "saw a second target (object) 8 miles away (from the JAL jet), but they contacted us a minute later and said they were no longer receiving any radar return (of a second object)," Steucke said.

"At 6:32 the JAL pilot requested and received permission for a descent from 35,000 feet to 31,000," Steucke said. Air controllers asked if the lights were still there, and were told, "It is descending in formation."

Four minutes later, the JAL plane received permission for a 360-degree turn. Then, at 6:39 p.m. — 20 minutes after the lights were first reported — the JAL crewmen said they no longer saw the lights.

At 6:45 p.m., Fairbanks controllers authorized a United Airlines northbound jet to make a 10-degree turn to better view the JAL plane and asked the United crew if it saw anything besides the Boeing 747. It did not. Nor did the JAL crew see the lights again.



BY JOHN F. SCHUESSLER  
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# UFO sighting

Tuesday, December 30, 1986

Houston Chronicle ★★☆☆ Section 1, Page 3

## Crew of cargo jet reports seeing mysterious flashing lights in sky

ANCHORAGE, Alaska (UPI) — The crew of a Japan Air Lines cargo jet says that a mysterious UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

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## HUGE SQUARE UFO HOVERS NEAR CHURCH

Bergen County New Jersey has been the scene of numerous UFO sightings over the years. One interesting sighting involved an amateur astronomer and his family while they were on their way to church. The sighting began when the three of them spotted a light in the sky. It flashed red, yellow, and blue in the night sky.

As the trio drove along highway 202, the light seemed to be approaching them. By the time they reached the church, the light was overhead. The daughter said "It was very dramatic. I was a doubting Thomas at the time about these things, but this thing

was hovering above us about 800 feet when we got out of the car. It was about two or three houses wide and two houses high. It was a square shaped ship, not disc-shaped as most are reported to be. I could see the entire ship, almost see the metal itself."

The witnesses were excited and amazed, but this is not the only sighting in Bergen County. In August 1957, a 16-year old boy spotted and photographed a UFO in a field near Ramsey. In September 1962, eight witnesses saw a UFO land in the Oradell Reservoir. Police switchboards lit up in 1963 when hundreds of residents of Hackensack reported a red light over

One of the more important UFO events of recent times happened in Bergen county near the Wanaque Reservoir in Pompton Lakes. Many people watched a light over the reservoir that flew right over the heads of some of them. Military officials were called in to take charge after a light beam was shot down into the ice of the reservoir, melting the ice.

UFO sightings often repeat in certain areas of the country, but Bergen County officials were wondering what attracts the strange craft to their area. Maybe it is just a new form of tourism.....

# UFO POTPOURRI

no. 309

## Jet crew says UFO enormous Craft called bigger than aircraft carrier

ANCHORAGE, Alaska (UPI) — A veteran pilot whose UFO sighting was confirmed on radar screens said the thing was so enormous that his Japan Airlines cargo plane was tiny compared to the mysterious object.

Capt. Kenju Terauchi also said there were two other small unidentified objects — smaller than his cargo carrier — that did not appear on radar.

Terauchi, his co-pilot and flight engineer all told Federal Aviation Administration investigators they saw UFO lights.

"They were flying parallel and then suddenly approached very close," said Terauchi, 47, who requested and received FAA permission to take whatever evasive action was necessary to avoid the UFO, which appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

Terauchi spoke to UPI Tuesday, describing the UFO incident of Nov. 17 that was revealed by the FAA Monday. Additional FAA data released Tuesday again confirmed that government radar picked up the object.

### Veteran pilot

Terauchi, a pilot for 29 years, said he briefly glimpsed the large unknown object in silhouette, and he said, "It was a very big one — two times bigger than an aircraft carrier."

Terauchi made a drawing of the large UFO, looking something like a giant walnut-shaped object, with big bulges above and below a wide flattened brim.

The captain, who is stationed in Anchorage with his family, was flying the jumbo jet from Iceland to Anchorage on a Europe-to-Japan flight when the crew had its unexplained encounter in clear weather over Alaska.

Terauchi said the three unidentified objects followed his jet for 400 miles.

"It was unbelievable," he said, acknowledging that some of his

colleagues have doubts about what he and his colleagues saw.

### 'Normal' crew

FAA investigators who questioned the crew in Anchorage concluded they were "normal, professional, rational, (and had) no drug or alcohol involvement," the report by FAA security manager Jim Derry said. Crew cockpit experience totals more than 46 years, the pilot said.

Terauchi said the crew was not frightened but wanted to avoid whatever was all lit up in their flight path: "We want to escape from this."

That's why they went along with FAA directives to drop 4,000 feet and make turns — including a complete 360-degree turn, but Terauchi said, "They were still following us."

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### Stunned by speed

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The flight controller directing the JAL plane reported the object on his radar as close as five miles to the jet.

## UFO mystery has been missed

The UFOs are back, and we've been wondering where they were.

A Japan Air Lines cargo plane's crew reports it saw mysterious flashing white and yellow lights on a November flight across the Arctic Circle. A U.S. Air Force radar station even picked up a return from an object a few miles away from the JAL craft. The object was large, and its lights didn't fit any known pattern.

Remember when the UFOs were sighted frequently? The sightings usually came in bunches, and many people were positive they had seen

something unusual. The UFO theme became popular on television and in movies.

Formal investigations failed to prove anything, and also failed to discourage the true believers. In recent years, claims about sightings diminished.

UFOs represent the unknown. They present the possibility that somewhere out there there is a superior race of beings who will solve all our problems, even if they do so by eliminating all of us. The JAL sighting restores a bit of mystery to all our lives.

BY JOHN F. SCHUESSLER

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# Several report spotting UFO in Mexico City

MEXICO CITY (Reuter) — Mexico City International Airport received dozens of calls reporting an unidentified flying object over the capital Tuesday, the official Notimex News Agency reported Wednesday.

The multi-colored object was making a faint buzzing noise as it rapidly circled the city before shooting off at high speed, witnesses said.

There was no word on the object's shape or on how long it was visible.

Notimex said the crew of a Pan American Airways jet also reported having seen the object briefly.

The agency said an unidentified flying object was seen at the same time and place on Nov. 2, 1973.

# Radar can miss small planes, FAA expert says

Associated Press

LOS ANGELES — The control system at Los Angeles International Airport can fail to show small planes on radar for several reasons, a tower manager testified at a safety hearing into the Aeromexico disaster.

Richard Cox, a Federal Aviation Administration air traffic manager at the airport's control center at Tracon, said however that he doesn't consider the absence of a radar blip a deficiency because he recognizes the limitations of radar.

Cox was asked why a small plane didn't appear on radar before it collided Aug. 31 with an Aeromexico DC 9 over Cerritos, killing 82 people.

"I can think of several reasons: size of aircraft, transponder strength of aircraft, atmospheric conditions and speed of aircraft," Cox said.

Cox said it was a glitch that data from a small plane would be recorded on computer printouts but not seen on radar screens.

"It is my understanding this is an inherent problem in the ASR (radar tracking system)," he said.

Cox answered questions for about three hours Wednesday during the second day of a National Transportation Safety Board hearing.

Walter White, the controller handling the DC-9, testified Tuesday the smaller plane never appeared on his radar screen even though the system was working well and traffic at the time was light.

Cox was questioned by the NTSB panel, a technical advisory committee and groups from the airlines, Mexico and aviation associations about the four types of air-traffic monitoring equipment used at Tracon.

He also was asked about operations at Tracon, which employs 45 controllers and five assistants. He called staffing adequate and said he was working to reduce overtime.

He described the two primary ASR radar systems used by controllers and explained backup systems, including a 10-channel beacon decoder, the system used before ASR was installed.

Cox said a controller's primary duties were separation of air traffic and safety advisories.

Depending on the types of planes involved, he said a safety advisory would be issued if a pair of planes were 1 1/2 miles apart. In the Aug. 31 crash, no warning was given to the Aeromexico jet, he said.

"The controller said he did not see the (Piper) aircraft, so there would have been no obligation to issue anything," Cox said.

Cox confirmed there had been eight problems reported with Tracon's radar system the week before the crash, but he insisted it was working adequately Aug. 31.

MODERN PHOTOGRAPHY MAGAZINE JULY 1985

## Caution! Discs Overhead

Verdens Gang, a major Norwegian newspaper, recently told us about Pal Kristian Vaag, an ordinary chap who one day happened to spot a UFO calculated to be 33-50 ft. in diameter hovering overhead.

The unearthly craft continued to hover while Vaag ran for his Kodak Disc 4000 camera. Click. Verdens Gang ran the pictures in full color on its front page. The next day, it ran a two-page spread on the story, along with a large picture of Vaag proudly holding his Disc 4000.

Since then, the Royal Norwegian Air Force has announced that the pictures have not been retouched, nor were any other signs of technical chicanery found.

The pictures have been turned over to NASA for further study.

Taking advantage of the Disc's involvement, Kodak Norway ran a series of ads about the camera's new-found capability. The whole thing so captured the imagination of the Norwegians that an increase in Disc camera sales followed shortly thereafter.

cc: P. SMITH

# UFO abduction victims are sane and telling the truth, says psychologist

## RESEARCH

PEOPLE WHO claim they were abducted by space aliens are telling the truth — and are quite sane, says a psychologist.

The results of a battery of tests administered to nine abductees ranging from a tennis instructor to an audio technician indicate the victims are normal, but seem to suffer from trauma caused by their mind-boggling experiences, explains psychologist Lisa Slater.

The test subjects were distrustful and exhibited some paranoia, especially in personal relationships. Such symptoms are often

found in rape victims.

"The test findings are not inconsistent with the possibility that the reported abductions have, in fact, actually occurred," adds Slater.

The study was conducted by the Maryland-based Fund for UFO Research.

Many UFO investigators agree that it has given victims of extraterrestrial abduction more credibility, although many skeptics still remain

unconvinced.

Says New York City ufo-ologist Francis Seigel: "This study will make the skeptics think twice about calling the victims of alien abductions crackpots. That's the easy way out. It's about time we believed those people."

"I don't care what some psychologists say about so-called neurological quirks and perceptual flaws," he adds. "That's a cop-out."

6 December 30, 86/EXAMINER

## Spies prowls skies

SPY satellites and other high-tech snooping devices collect 85 per cent of America's intelligence, Harper's Index reports.

WHO NEEDS AN EYEWITNESS WITH COVERAGE LIKE THIS?

# UFO POTPOURRI

no. 310

## Jet Pilot Reports 3 UFOs Over Arctic

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic.

"It was unbelievable," said the pilot, Kenji Terauchi, when interviewed Tuesday.

He acknowledged that some of his colleagues doubted what he, his co-pilot and flight engineer say they saw on Nov. 17 as they flew the 400 miles across northeastern Alaska on a trip from Iceland to Anchorage.

The crewmen of the plane — JAL Flight 1628 — reported seeing flashing lights trailing their jet. The Federal Aviation Administration interviewed the three in Anchorage, and the plane later went on to Tokyo.

FAA officials confirmed Monday

that the controller who handled Flight 1628 had seen a mysterious object behind the jet on his radar. Air Force officials at the Alaska Air Command said their radar had picked up something near the JAL plane.

On Tuesday, Terauchi, 47, said that he had seen three UFOs and that at one point, lights from the two smaller ones had appeared directly in front of the Boeing 747's cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they had disappeared, reappeared, moved quickly and stopped suddenly.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar had been "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were ad-

ditional objects picked up on radar by the FAA or the Air Force.

The crew was not frightened, Terauchi said. He described their feeling as, "We want to escape from this." With permission and direction from the FAA, the crew dropped in altitude and made many turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

FAA security manager Jim Derry interviewed the crewmen and said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

FAA flight control reports indicate that the mysterious object stayed with Flight 1628 for at least 32 minutes. The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

*St Louis Post Dispatch 1 Jan. 1987*

*Cr: S. Wollong*

## FAA steps up probe of Alaska UFO sighting

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November.

"We're looking at it to ensure that somebody didn't violate airspace we control," FAA spokesman Paul Steucke said Sunday. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kenji Terauchi, told investigators that two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end. Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that appeared on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., this week for review, Steucke said.

A JAL spokeswoman Sunday said Terauchi was on a flight to Europe and was unavailable.

Flight 1628 with a three-man crew, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew boarded the Boeing 747 in Iceland for the leg of the trip to Anchorage.

The evening sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada just northeast of Fort Yukon. As the plane flew at 35,000 feet, Terauchi said he saw three lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

"The two smaller ones moved a little bit, changed their angle. The smaller ones did not show up on the weather radar onboard," Steucke said. "The larger one did."

*Houston Chronicle, 5 Jan 1987 p. 81*

BY JOHN F. SCHUESSLER  
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HOUSTON, TEXAS 77258-8485

# Radar tapes don't support UFO sighting

Thursday, January 8, 1987

Houston Chronicle

Section 1, Page 9

ANCHORAGE, Alaska (UPI) — A review of radar tapes failed to confirm an unidentified flying object in the flight path of a Japan Air Lines cargo jet over Alaska, a Federal Aviation Administration spokesman said.

The FAA has concluded that the unidentified object on radar now appears to be an unexplained split image of the JAL Boeing 747 and not a separate object, spokesman Paul Steucke said Wednesday.

But a second crewman backed the pilot's statement that lights followed the plane across the Arctic Ocean. Despite the agency's conclusion that radar tapes seem to show two images of the jetliner, Steucke said that "the copilot's testimony supported the pilot's."

The agency interviewed co-pilot Takanori Tamefuji for the second time Tuesday, and the man reiterated that the crew saw lights near the jumbo jet Nov. 17 as it flew from Reykjavik, Iceland, to Anchorage as part of a Paris-to-Tokyo charter flight.

The pilot, Capt. Kenju Terauchi, also has been interviewed twice, and the

FAA plans to interview the third crew member, flight engineer Yoshio Tsukuda, for a second time, Steucke said.

The review of radar data indicates that no second object was present and represents a reversal of earlier FAA statements that a second object was confirmed on radar.

When reports of the UFO sighting came to light last week, the FAA reported that the object appeared on radar screens at the Anchorage Air Route Traffic Control Center and released an incident report by the con-

troller in charge of JAL Flight 1628 in which the controller stated that another object was following the JAL jet as close as five miles away.

Steucke did not fault the controller for apparently misinterpreting data because "he had a pilot tell him he was seeing something right there. This is not something where he can take a risk even if it is a double image."

Even with the review of radar tapes and new crew interviews, Steucke said, the FAA is no closer to knowing what the lights were that the crew reported.

EXAMINER, San Francisco, CA - Aug. 6, 1965

## Radar Crews Get Solid Fix on UFOs

HOUGHTON (Mich.)—(UPI)—Personnel at the U.S. Air Force radar base in the Keweenaw Peninsula yesterday reported "solid radar contact" with seven to 10 unidentified flying objects moving in a "V" formation over Lake Superior.

The objects were moving out of the southwest and were heading north-northeast at about 9,000 miles per hour, the men said. They were 5,200 to 17,000 feet high.

One of the men at the base

said three other radar stations, in North Dakota, Minnesota and Luther Air Station in Canada, also reported spotting the objects. He said another station reported electronic jamming of its radar.

Seven other objects were spotted over Duluth and jet interceptors gave chase, he said, but they could not maintain the speed of the UFO's and were easily outdistanced.

The radar personnel, Air Force enlisted men, asked that their names not be disclosed.

## NASA designing aircraft that stays aloft 3 months

Houston Chronicle News Services

ATLANTA — Space agency planners are designing an aircraft that could stay aloft for up to three months without landing or refueling — an aerial endurance test that dwarfs the recent nine-day around-the-world flight of Dick Rutan and Jeana Yeager.

NASA's unmanned drone would soar on spidery 150-foot wings, making endless figure eights 14 miles above the Earth as it tests the atmosphere for a possible buildup of carbon dioxide.

The airplane's 40-horsepower engine would be powered by a 2 million-watt beam of microwave energy broadcast from scores of transmitters on the ground.

"Rutan's Voyager can only stay up for 10 to 12 days," says program manager Don Bouquet at Lockheed-Georgia Co., which just completed an 11-month study for the National Aeronautics and Space Administration on the practicality of a long-duration aircraft. "Our missions would be 60 to 90 days. Essentially we could stay up until something

fails."

While the concept is exotic and the technology untried, NASA and Lockheed engineers say the aircraft could be flying within three years — at an initial cost of more than \$30 million. Contract competition is expected to begin this spring.

In part, the proposal stems from growing concern over a possible greenhouse effect — a gradual warming of the Earth caused by the accumulation of carbon dioxide in the atmosphere.

Even after almost 30 years of spaceflight, the outer fringes of the atmosphere remain largely unexplored. Today, the only continuous readings of the Earth's upper atmosphere come from instruments on mountaintops.

But scientists at the U.S. Department of Energy hope a plane capable of long-duration flight could continuously monitor carbon dioxide levels at a fixed point in the upper atmosphere.

Officials in the Pentagon's Strategic Defense Initiative program also are interested in the craft as part of an airborne early warning system.

Wednesday, January 7, 1987

Houston Chronicle ★★★★★ Section 1, Page 7

# UFO POTPOURRI

no. 311

## UFO Was Twice The Size Of An Aircraft Carrier, Veteran JAL Pilot Says

By JEFF BERLINER

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic skies.

"It was unbelievable," Kenju Terauchi said Tuesday, acknowledging that some of his colleagues have doubts about what he, his co-pilot and flight engineer saw Nov. 17 as they flew the 400 miles across northeastern Alaska from Iceland to Anchorage.

The crewmen of JAL Flight 1628 reported seeing flashing lights trailing their jet that clear night to the Federal Aviation Administration, which interviewed the three in Anchorage. The plane later went on to Tokyo.

FAA officials Monday confirmed the controller who handled Flight 1628 saw a mysterious object trail the jet on his radar, and Air Force officials at the Alaska Air Command said their radar picked up something near the JAL plane.

In an interview Tuesday, Terauchi, 47, a pilot with 29 years experience who lives in Anchorage with his family, said he saw three UFOs and that at one point lights from the two smaller ones appeared directly in front of the Boeing 747 cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they disappeared and reappeared and moved quickly and stopped suddenly. He said he could not explain the events, except to speculate he saw something of extraterrestrial origin.

Speaking in English with occasional help from a translator, Terauchi drew maps, pictures and supplied technical annotation to describe the incident.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar was "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on FAA or Air Force radar.

Terauchi said the three crewmen saw lights from the two small objects. He drew a picture for the FAA showing lights in a formation, each object having what appeared to be two panels of lights.

The captain said he saw lights on the larger object and once, near Fairbanks, saw it in faint silhouette 8 miles away. He drew a picture of what he saw — something resembling a large shelled walnut.

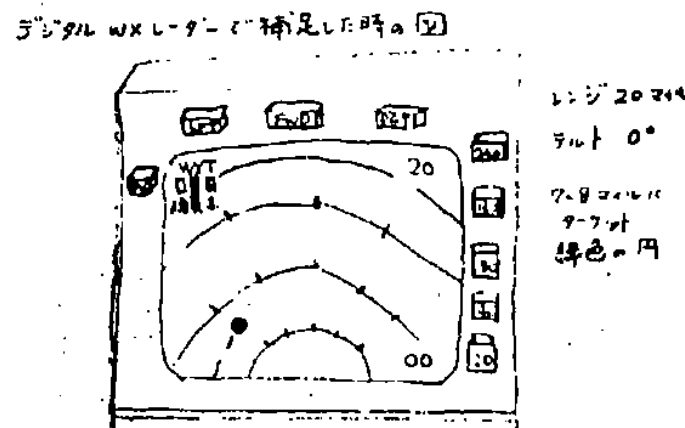
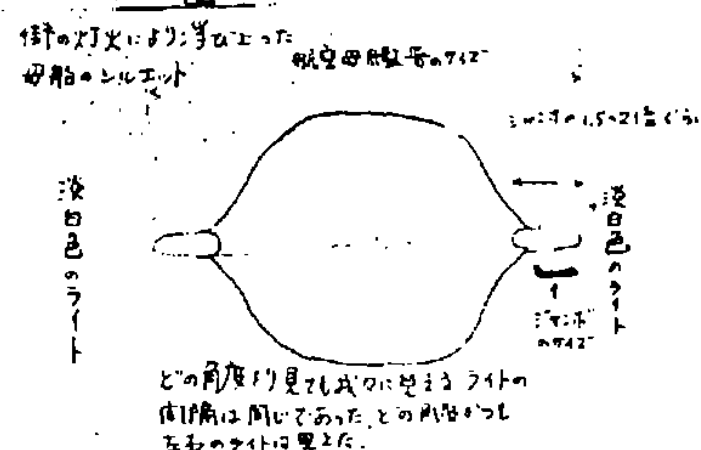
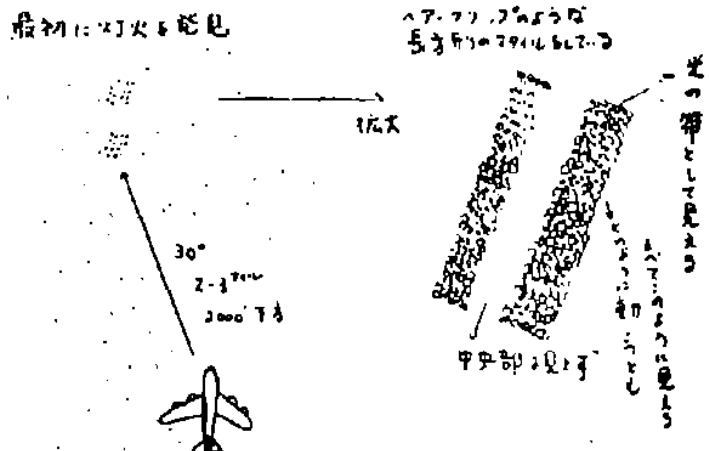
The crew was not frightened, Terauchi said. Their feeling was, he said, "We want to escape from this." And so — with FAA permission and direction — the crew dropped in altitude and made numerous turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

Asked why he thought the UFOs would tail his plane, Terauchi laughed and replied, "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

FAA security manager Jim Derry, who interviewed the crewmen, said they were "normal, professional, rational, (and had) no drug or alcohol involvement."



WHAT PILOT SAW — JAL pilot Kenju Terauchi prepared these illustrations of what he saw when his Boeing 747 encountered strange lights over Alaska last month. In the top picture, Terauchi shows the UFO lights nearly in front of the plane and a close-up of the lights. In the middle, he depicts what the UFO looked like after he glimpsed it in silhouette. The JAL jumbo jet is dwarfed by the huge object. In the bottom drawing, the pilot shows where the UFO first appeared on the plane's radar. (UPI Telephoto)

CR: W. ANDRUS - MUFON

# Radar check fails to back UFO sighting

USA TODAY · WEDNESDAY, JANUARY 7, 1987 · 3A

By Marilyn Adams  
USA TODAY

A federal probe of a UFO encounter over Alaska has run out of leads — but UFO buffs remain intrigued.

The Federal Aviation Administration said Tuesday that investigators found no radar recording of a giant object following a Japan Air Lines 747

cargo jet for 500 miles Nov. 17. The finding means there's no independent evidence of the crew's sighting of a walnut-shaped object the size of two aircraft carriers with waver- ing, yellow-white lights, travel- ing with two smaller objects.

Earlier, the agency reported a controller in Anchorage saw two radar images — one for the jet and one for a large ob-

ject the crew said paralleled them for 55 minutes.

FAA investigators interviewed pilot Kenju Terauchi and his copilot in Anchorage. The jet carried French wine and no passengers.

Analysis of the electronic radar record shows both images are the 747 — one from the FAA radar signal and one from the jet's transponder, FAA

spokesman Paul Steucke said. The Air Force has dismissed a blip on its radar at Elmendorf Air Force Base as "random clutter."

Though the crew is credible, the lack of a radar record "won't make it as strong a case as it was," said Walter Andrus, director of the Mutual UFO Network in Seguin, Texas. Still, "right now we consider this

case worthy of a lot of work."

Said Richard Haines, a NASA official who researches UFO sightings in his spare time: "This has some interesting dimensions, but it's a typical encounter."

Said Steucke: "We take the crew's sighting seriously. I think they saw what they saw. What the phenomenon is that created it, we don't know."

## Radar didn't detect plane in fatal air collision

Houston Chronicle News Services

KEARNS, Utah — Airport radar did not detect a small plane before it collided with a commuter aircraft, killing all 10 people aboard both planes and showering a residential area with debris, officials said.

Ron Noel, 14, who was outside his home shoveling snow, said, "I heard this whistling noise. I saw the little plane flying south and the big plane flying kind of northeast. The little plane hit it in the side.

"There was no smoke; there was no explosion. It just looked like wood crumpling," the youth said.

Falling wreckage from the twin-engine Skywest Airlines Fairchild Metroliner and the private plane damaged three houses, but there were no fires and no one on the ground was hurt.

One woman was walking to her bedroom when landing gear smashed through the ceiling, killing her two cats.

"All of a sudden it was just boom! I was four steps away from opening up the door and it hit," said Rebekah Whitelock, 20. "I feel like the Lord kind of watched over me."

The crash, 1987's first U.S. commercial aviation disaster, occurred five

months after a small plane collided with an Aeromexico DC-9 as the jetliner was approaching Los Angeles International Airport, killing 82 people.

About 150 elementary school pupils at St. Francis Xavier Roman Catholic School were finishing lunch when the school's front porch was littered with debris from the crash.

"To my knowledge, none of them saw it," the Rev. Louis Fischer said of the youngsters, who were evacuated by bus to a sheriff's office to await their parents.

"I saw a body hit right there," said Floyd Ries, 22, pointing to the church parking lot.

"I ran over to see if she was all right or if there was anything I could do. When I got there, I saw that the only thing holding her together was her clothes."

The crash occurred as the Skywest plane was making its final approach to Salt Lake International Airport from Pocatello, Idaho.

The other plane, a single-engine Mooney M-20 carrying a licensed pilot and a flight instructor, had taken off 26 minutes before the collision from Airport No. 2, a small facility near the crash site.

The Mooney went undetected by either radar or radio at the larger air-

port's control tower, said Tom Doyle, an assistant air traffic manager at the international airport.

"I don't know where that aircraft was," he said.

"We were in complete control of that Skywest aircraft. He was inbound to the airport and doing exactly what he was supposed to do, from our perspective on radar and voice communication."

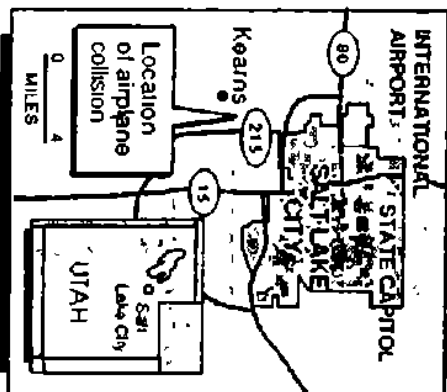
Sheri Casen, a Federal Aviation Administration spokeswoman at the Seattle regional headquarters, also said "there were no other targets observed on the radar" when the twin-engine Skywest aircraft dropped off the screen at 12:56 p.m. MST.

"It shouldn't have happened because everybody on board (the Mooney) was an experienced pilot," said Ron Nelson, base operator at Airport 2.

Aboard the Mooney were pilot Chester Baker and passenger Paul Lietz, an instructor, Nelson said. The identities of the other victims were not immediately released, but Red Cross spokesman Steve Hill said they were two young boys, the two male pilots, one female and three male passengers.

The victims' remains were taken to a makeshift morgue at the church.

FAA officials said the collision occurred at 7,000 feet. When the small



Chronicle

plane reached 5,400 feet, it was no longer required to remain in radio contact with Airport No. 2, Nelson said.

The pilot of the small plane may have been on a semi-annual flight review required to maintain his license, he said.

Visibility at the time was 30 miles with a cloud ceiling of 7,000 feet, authorities said.

FAILURE TO CONFIRM SIGHTINGS WITH RADAR IS SOMEWHAT COMMON. THIS ARTICLE SHOWS RADAR MISSED THE PLANE IN THE FATAL UTAH CRASH AS IT DID IN THE SAN DIEGO CRASH. ADD TO THIS PROBLEM THE STEALTH CHARACTERISTICS OF UFO'S AND FAA RADAR APPEARS USELESS AS A TOOL FOR SIGHTING OR CONFIRMATION.



# UFO POTPOURRI

no. 312

10 Tuesday, December 30, 1986  
EVENING OBSERVER, Dunkirk-Fredonia, N.Y.

## Air Controller Confirms UFO Had Been Trailing Jumbo Jet

By JEFF BERLINER

ANCHORAGE, Alaska (UPI) — An air controller said radar showed a mysterious object following a Japan Air Lines cargo flight at the time the crew reported a UFO with flashing lights trailing the jumbo jet near the Arctic Circle.

All three crewmen on JAL Flight 1628 told Federal Aviation Administration investigators they saw white and yellow lights close to their Boeing 747 on Nov. 17 after they crossed the Arctic Circle 50 miles southeast of Fort Yukon in an over-the-pole flight from Reykjavik, Iceland, to Tokyo via Anchorage.

The FAA released details of the incident Monday when queried by United Press International.

Air Force officials confirmed their radar picked up something near the JAL plane, but Capt. Robert Morris of the Alaska Air Command suggested the UFO was "random clutter or weather interference." Another Air Force spokesman, Sgt. Jack Holanson, said, "We got out of the UFO business some time ago."

FAA security manager Jim Derry interviewed the three crewmen — Capt. Kenjyu Terauchi, 1st Officer Takanori Tamefuji and Flight Engineer Yoshio Tsukuda — and concluded they were not hallucinating and not on drugs or alcohol and were rational. The weather was clear, the FAA said.

FAA spokesman Paul Steucke said there was no other air traffic along the same little-traveled route that night. Steucke also noted the FAA's electronically recorded radar data did not support the UFO sighting.

But the existence of an unidentified object was confirmed by a report from the night controller in charge of JAL 1628. Steucke said the controller, who was not named, had two years experience.

During the flight, the controller asked Terauchi to identify the craft and then wrote, "He could not identify but reported white and yellow strobes." The lighting was not a normal aircraft marking pattern, the

crew said.

In his one-page report, the controller said repeatedly he saw another object on radar staying near the JAL jet despite FAA-approved turns and altitude changes. The object was as close as 5 miles, the controller wrote.

According to the FAA account, the pilot contacted Anchorage controllers about planes in the area at 6:19 p.m., reporting the UFO 1 mile away from his plane. At 6:25, the crew reported it 8 miles away.

At 6:26, the FAA contacted the Military Operations Control Center at Elmendorf Air Force Base in Anchorage to find out if the UFO appeared on its radar. Military radar-watchers reported an object 8 miles from the JAL jet, but one minute later they told the FAA the object no longer appeared on radar.

At 6:31, the JAL crew told the FAA the unidentified object was "quite big" and the FAA directed the crew to drop from 35,000 feet to 31,000 feet.

"When asked if the traffic (the UFO) was descending also, the pilot stated it was descending in formation."

At 6:35, Fairbanks controllers were asked for assistance, but reported nothing unusual on radar.

Anchorage controllers directed the JAL plane to make a 360-degree turn, and the crew reported they no longer saw the lights, but Air Force officials told the FAA they saw a "flight of two" and "advised it looked as though the (unidentified) traffic had dropped back and to the right" of JAL 1628.

At 6:45, the FAA asked a northbound United Airlines flight to make a 10-degree turn to better see the JAL plane to confirm the existence of the UFO — which the crew was then reporting 8 miles away and nearly behind them. That was their last sighting. The United crew reported seeing nothing out of the ordinary. Nor did a military C-130 the FAA asked to help.

Steucke said the FAA has drawn no conclusion about the incident.

CREDIT

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## Japanese Pilot Reports Second UFO

ANCHORAGE, Alaska (AP) — For the second time in two months, a Japan Air Lines pilot has reported spotting an unidentified object that seemed to be flying near his cargo jet over central Alaska.

Capt. Kenju Terauchi reported his second sighting Sunday on a cargo flight to a refueling stop in Anchorage from London, said Paul Steucke, a spokesman for the Federal Aviation Administration.

Terauchi's co-pilot reported seeing the lights, Steucke said, but the flight engineer, who sits farther back in the Boeing 747 cockpit, "indicated he was uncertain whether he saw any lights at all."

On Nov. 17, Terauchi reported

that two bright objects and a third object as wide as two aircraft carriers placed end-to-end followed his plane for more than 300 miles as it flew to Anchorage from Iceland.

"We asked him point-blank if this was like the Nov. 17 sighting, and he said, 'No, no, there's no similarity between the two,'" Steucke said.

Terauchi said he had seen the lights twice Sunday, once for about 20 minutes and again for about 10 minutes as his plane flew at 37,000 feet. He notified an air traffic controller in Anchorage of the sighting.

"His statement to the controller was 'irregular lights, looks like a spaceship,'" Steucke said.

Unlike the lights that he reported in November, which seemed to stay with him even when he took evasive action, the lights seen Sunday appeared to approach from the front of the plane, went beneath it and reappeared to the rear.

In the incident Nov. 17, air-traffic controllers spotted what they believed was a split image of the aircraft caused by a minor problem with the plane's radar transponder, Steucke said earlier. It was a coincidence that the split image was located where Terauchi reported seeing the objects, he said.

The armed services also dismissed the blip seen in the earlier incident, calling it radar clutter.

## Jet Pilot Reports 3 UFOs Over Arctic

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic.

"It was unbelievable," said the pilot, Kenju Terauchi, when interviewed Tuesday.

He acknowledged that some of his colleagues doubted what he, his co-pilot and flight engineer say they saw on Nov. 17 as they flew the 400 miles across northeastern Alaska on a trip from Iceland to Anchorage.

The crewmen of the plane — JAL Flight 1628 — reported seeing flashing lights trailing their jet. The Federal Aviation Administration interviewed the three in Anchorage, and the plane later went on to Tokyo.

FAA officials confirmed Monday

that the controller who handled Flight 1628 had seen a mysterious object behind the jet on his radar. Air Force officials at the Alaska Air Command said their radar had picked up something near the JAL plane.

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Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they had disappeared, reappeared, moved quickly and stopped suddenly.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar had been "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were ad-

ditional objects picked up on radar by the FAA or the Air Force.

The crew was not frightened, Terauchi said. He described their feeling as, "We want to escape from this." With permission and direction from the FAA, the crew dropped in altitude and made many turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

FAA security manager Jim Derry interviewed the crewmen and said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

FAA flight control reports indicate that the mysterious object stayed with Flight 1628 for at least 32 minutes. The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

## Report Of UFO Worth Second Look

ANCHORAGE, Alaska (UPI) — The Federal Aviation Administration has reopened its inquiry into reports of UFOs over Alaska from the crew of a Japan Air Lines Boeing 747, an FAA spokesman said Saturday.

FAA investigators interviewed Capt. Kenju Terauchi, the pilot, for a second time Friday and are reviewing all radar records from the evening of Nov. 17. That night, an unexplained blip appeared on radar screens as the JAL crew reported seeing mysterious lights.

"The reason we're exploring it is that it was a violation of airspace," FAA spokesman Paul Steucke said. "That may sound strange, but that's

what it was."

Last week, when news of the sighting surfaced, the FAA said that it was no longer investigating the incident. But Steucke said the regional director of the FAA had ordered a review of the case Friday.

The object was reported to have appeared on radar screens of the Anchorage Air Route Traffic Control Center, the Alaska Air Command at Elmendorf Air Force Base and the cockpit of the JAL cargo plane.

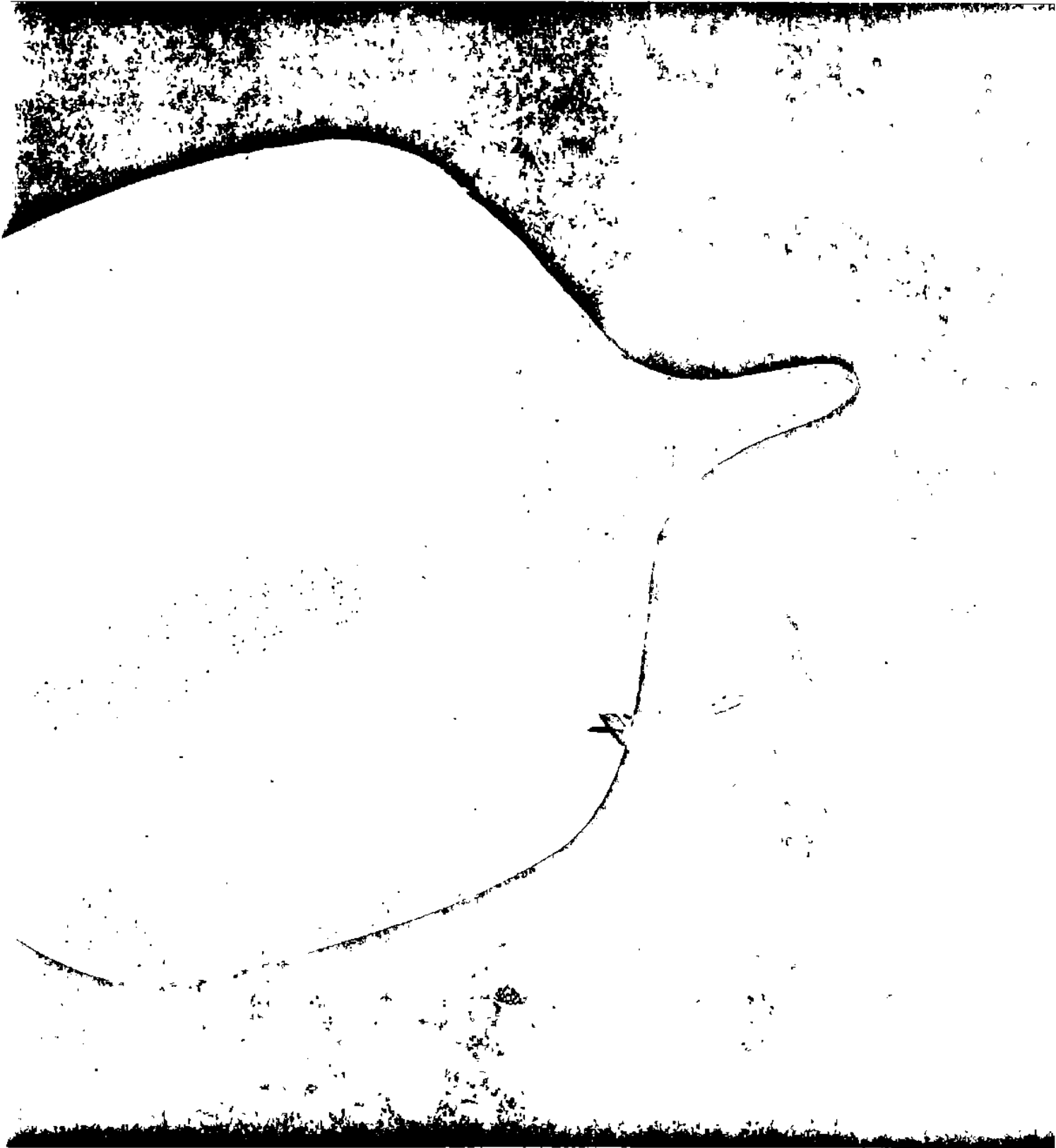
In an interview Friday with two FAA investigators, the pilot said the three-man crew had seen strange white, yellow and amber lights in the plane's flight path for six min-

utes before they called air-traffic controllers.

He told the FAA that the crew had turned off cockpit lights, checked navigational equipment and taken several steps to eliminate possible causes of the lights they saw.

Terauchi, a veteran pilot with 29 years experience, said only one object had appeared on radar. But he said he believed that there had been two small, brightly lit objects and one enormous object, perhaps as big as two aircraft carriers.

Steucke said the Air Force no longer had a record of its radar from that night. The FAA radar records are being reconstructed.



The JAL incident: a special issue

# The fantastic flight of JAL1628

by Bruce Maccabee

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Bruce Maccabee, PhD., an optical physicist employed by the Naval Surface Weapons Laboratory, is one of the most respected figures in ufology. A frequent contributor to *IUR*, he heads the Fund for UFO Research.

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In mid-October 1986 Capt. Kenju Terauchi was excited to learn of a special Japan Airlines flight from Paris to Anchorage and then to Tokyo. It was to carry a cargo of French wine. There would be an intermediate stop at Reykjavik, Iceland.

When the flight began on November 16, he and two other JAL flight crew members were passengers. The plane landed in Iceland and waited for good weather. The next day the plane took off with Capt. Terauchi and his crew of two. They headed north. A bright moon helped with visibility for the night flight over Greenland, but as the plane continued over northern Canada the moon set behind them. When the plane reached a location called Shingle Point the sky ahead was dark except for an afterglow of sunset in the west. The plane reported its position to Edmonton Flight Control Center and continued on across the Canada-Alaska border, where it made history.

Although this wasn't a routine flight, it certainly was not supposed to be a newsworthy event. But something happened over Alaska which caught the attention of the world and for several days in late December and early January 1987. Virtually every newspaper carried a story about what Capt. Terauchi and his crew saw over Alaska. This is the story of that sighting as told to the Federal Aviation Administration by the crew members and flight controllers on the ground.

## Unidentifiable lights

It was about 11 minutes past five on the late afternoon of November 17 (local time), while Japan Airlines flight 1628 was high over the frozen northeastern part of Alaska, that Capt. Terauchi first realized that the lights to the left and below were unusual. He had first noticed them about a minute earlier while his plane was turning to the left. After watching them for a short time he decided that they were lights of "special missioned aircrafts or two fighters" on some mission. He decided to ignore them. But "the position of the lights had not changed even after a few minutes and that called our attention." The lights appeared to be traveling along with his plane.<sup>(1,2)</sup>

At that time the Boeing 747 freighter was operating on autopilot and heading southwestward (a heading of about 215°) at an altitude of 35,000 feet.<sup>(3)</sup> The sky to the right had the afterglow of sunset, but ahead and to the left it was very dark.

The Anchorage Air Route Traffic Control Center (AARTCC)

had called the plane just about two minutes earlier, at 5:09:20<sup>(4,5)</sup> (20 seconds past 5:09 P.M.) to report the initial radar contact with the plane, which at that time was about 90 nautical miles (nm) northeast of Fort Yukon. (1 nm = 1.15 statute miles = 1.85 km.) The flight controller had asked the plane to head directly toward an air route reporting point called Talkeetna, after the small Alaskan town nearby (and not far from Mount McKinley).<sup>(4)</sup> In doing so the plane would pass south of Fort Yukon and Anchorage. The copilot, who handled the airplane communications, acknowledged the AARTCC request and then turned the plane to the left ("left rotation") about 15° to a heading of 215°. It was during this turn that Capt. Terauchi, sitting on the left side of the plane, first saw unidentifiable lights "ahead of the rotation."<sup>(2)</sup> (See Figure 1.)

After the plane leveled out he observed "lights that looked like aircraft lights, 30 degrees left front, 2,000 feet below us, moving exactly in the same direction and with the same speed as we were." At that time the plane was flying at about 525 knots (nautical miles per hour) ground speed (972 km/hr or about 605 mph) according to the tracking data.<sup>(3)</sup> Subsequently the speed decreased to about 500 kts.

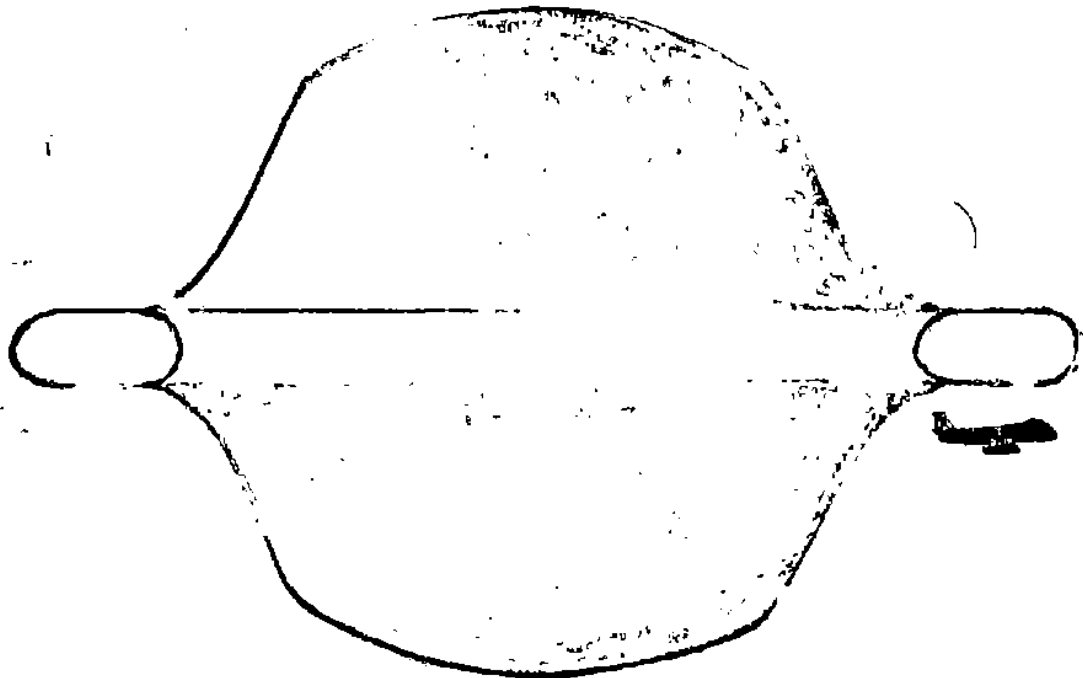
It is important to note the pilot's statement of his belief that the lights were 2,000 feet below him. He could not know how far below the lights were just from his visual sighting. (To determine the distance below he would have to know the exact depression angle and the distance to the lights.) Nevertheless his statement indicates that his sighting line to the lights had a noticeable depression angle (the depression angle is the angle below horizontal). At 35,000 feet the horizon distance is about 214 nm so the depression angle to the horizon is about 1.5°, which is hardly noticeable. The pilot's statement therefore implies that the lights appeared below his horizon, i.e., between himself and the ground, thus ruling out any astronomical source for the lights.

The captain's initial reaction to the lights was to ignore them "thinking probably they were special missioned aircrafts [sic] or two fighters,"<sup>(2)</sup> probably military aircraft from one of the nearby Air Force bases (Eielson or Elmendorf). But "the position of the lights had not changed even after a few minutes and that called our attention."<sup>(2)</sup> The lights of these "two aircrafts" stayed at the left for a while and then the unbelievable happened.<sup>(6)</sup>

## "Traffic in front of us"

It was about seven or so minutes since we began paying attention to the lights [when], most unexpectedly, two spaceships stopped in front of our face, shooting off lights. The inside cockpit shined brightly and I felt warm in the face."

What the captain saw suddenly appear ahead of him and to the left is illustrated in Figure 2, which was drawn only a few hours after the incident.<sup>(7)</sup> He saw two pairs of nearly rectangular arrays of lights, one pair above the other. The pilot believed that the "two aircrafts"



that he had seen previously at the left had "immediately," apparently within a matter of seconds, moved from the far left to a location nearly in front of his jet. In his written testimony Terauchi has speculated that the "spaceships" fired jets to "kill the inertia [actually momentum] of their high speed maneuver." After this maneuver, from the left of the plane to the front, "the ships appeared as if they were stopped in one place in front of us. Then three to seven seconds later a fire like from jet engines stopped and became a small circle of lights as they began to fly in level flight at the same speed as we were, showing numerous numbers of exhaust pipes. However, the center area of the ship where below an engine might be was invisible. [From] the middle of the body of the ship sparked an occasionally [sic] stream of lights, like a charcoal fire, from right to left and from left to right. Its shape was square, flying 500 feet to 1,000 feet in front of us, very slightly higher in altitude than us. Its size was about the same size as the body of a DC-8 jet, and with numerous exhaust pipes."

In retrospect the pilot speculates that the "firing of the exhaust jets varied, perhaps to maintain balance. Some became stronger than others and some became weaker than others, but [they] seemed controlled automatically."<sup>(2)</sup> At the time of this startling appearance the pilot "did not feel threatened or in danger because the spaceship moved so suddenly. We probably would have felt more in danger and would have been prepared to escape if the spaceships were shaking unsteadily or were unable to stop themselves." The pilot concluded that he had been looking at something *really* unusual because, in his words, "it is impossible for any man made machine to make a sudden appearance in front of a jumbo jet that is flying 910 kilometers per hour and to move along in a formation paralleling our aircraft."<sup>(2)</sup>

After this sudden appearance in front of the jet the lights moved in formation with the jet for three to five minutes and then abruptly rearranged their orientation from one above the other to side-by-side. (See Figure 3.)<sup>(7)</sup>

The lights were like flames coming out of multiple rocket exhaust ports arranged in two rectangular arrays, according to the captain's drawings (Figures 2 and 3). He compared them to "output exhaust" like the "Challenger [as it took off]."<sup>(1)</sup> He described the colors as "amber and whitish." He stated that the "numerous lights" were "exhausts on the engines" which were "lined up all the way." (See Figures 2, 3, 4.) When "they were blasting recoil [the] jets [were] so strong that I could not see [the individual lights and their arrangement] because it was so bright." However, "once the recoil blast stopped the speed was absolutely steady, not faster, not slower, and I could see them [the individual lights or exhaust ports] very clearly."<sup>(1)</sup> Besides the lights of the "exhaust ports" the captain also reported seeing "sparks, like a fire when using gasoline or carbon fuel."

The copilot, Takanori Tamefuji, compared the numerous lights of flames to "Christmas assorted" lights with a "salmon" color.<sup>(2)</sup> He said, "I remember red or orange, and a white landing light, just like a landing light. And weak green, ah, blinking." The intensity wasn't constant but rather it pulsed: "became stronger, became weaker, became stronger, became weaker, different from strobe lights" which have very quick bright flashes. The lights were "swinging" in unison as if there were "very good formation flight...close [formation]" of two aircraft flying side by side. He had no doubt that he was seeing some sort of aerial object or objects just ahead and to the left of the airplane. He compared the clarity of the lights to seeing "night flight

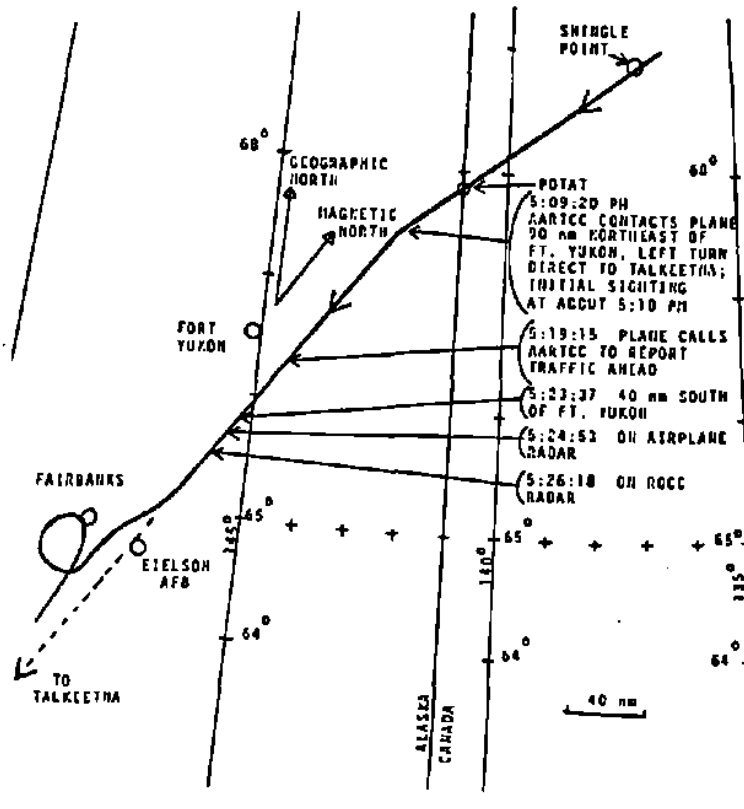


Figure 1: Flight track of JAL1628

head-on traffic' at which time it is only possible to see the lights on the approaching aircraft and "we cannot see the total shape."

Upon seeing the lights he first thought he was seeing "two small aircraft." But they were "very strange" because there were "too many lights" and "it was so luminous." Subsequently he had the feeling that "it was larger than normal aircraft." He thought the lights were "a little bit lower" than the altitude of the plane, while Capt. Terauchi recalled that the lights might have been a bit higher. Tamefuji pointed out that "it is very difficult" to judge the altitude of "head-on traffic." He summarized his impressions by saying, "I'm sure I saw something. It was clear enough to make me believe that there was an oncoming aircraft."<sup>(9)</sup> Of course, these "aircraft" were not oncoming. Instead, they were matching exactly the speed of the 747 jet.

According to the captain's drawing, the two rectangular arrays of lights associated with either of the "aircraft" were separated by a narrow rectangular dark area (see Figures 2, 3, 4). The copilot's drawing was similar.<sup>(10)</sup> The arrays were "swinging" or rocking to the left and right as if they were rigidly bound together and rotating back and forth about a central pivot point within the dark region.<sup>(9)</sup>

The flight engineer, Yoshio Tsukuba, who was sitting behind the copilot and thus had a poorer view of the lights than either the pilot or copilot, recalled that when he first saw them he was looking "through the L1 window at the 11 o'clock position" (about 30° to the left of straight ahead) and he saw "clusters of lights undulating."<sup>(10)</sup> The clusters were "made of two parts...shaped like windows of an airplane" (i.e., arranged in square or rectangular clusters). He emphasized that "the lights in front of us were different from town lights." He described the colors as white or amber.

Apparently having clusters of blinking, undulating and rotating ("swinging") lights nearly in front of their plane was too much for the crew. After discussing the situation over the next 60 seconds or so they decided to try to find out what was going on. Mr. Tamefuji, who was the "voice" of the aircraft, called the AARTCC. It was now about nine minutes since Capt. Terauchi had first noticed lights on "two aircraft" at the left of his plane and it was probably only about a minute after the "spaceships" had abruptly appeared nearly in front of the jet where they could be seen by the whole crew. At the time of the call the two "ships" were still traveling one above the other (Figure 2).

Times listed below are minutes and seconds after 5:00 P.M., Alaska Standard Time, November 17, 1986. JAL1628 is the plane and AARTCC is Anchorage flight control.<sup>(11)</sup>

5:19:15 JAL1628 Anchorage Center, Japan Air 1628, ah, do you have any traffic, ah, seven (eleven?) o'clock above?

5:19:24 AARTCC JAL 1628 heavy, say again...

5:19:28 JAL1628 Do you have any traffic in front of us?

It appears that Tamefuji's reference to "seven" o'clock in the first tape recorded statement above is erroneous, on the part of either the copilot or the person who transcribed the conversations. Seven o'clock, which is a direction nearly 150° to the left of straight ahead, is nearly in back of the plane where the copilot could not see anything. Probably the statement should read "eleven o'clock above." It is interesting to note that the copilot used the term "above" suggest-

ing that the "traffic" was higher than his aircraft. This is consistent with the pilot's subsequent recollection that the "ships" were "very slightly higher in altitude above us."<sup>(2)</sup>

5:19:32 AARTCC JAL1628 heavy, roger.

5:19:36 JAL1628 Ah, roger and, ah, we [have] in sight, ah, two traffic [sic], ah, in front of us one mile about.

At the time of the event copilot Tamefuji estimated the distance to the lights as being about one mile, which is quite a bit greater than the "500 to 1000 feet" that Capt. Terauchi recalled in his testimony written about a month and a half later.<sup>(2)</sup>

5:19:49 AARTCC JAL1628, roger, do you have, ah, can you identify the aircraft?

5:19:58 JAL1628 Ah, we are not sure, but we have traffic in sight now.

5:20:04 AARTCC JAL1628 heavy, roger. Maintain visual contact with your traffic and, ah, can you say the altitude of the traffic?

5:20:14 JAL1628 Uh, almost<sup>(4)</sup> [at] the same altitude.

5:20:21 AARTCC JAL1628, roger. Would you like a higher or lower altitude?

5:20:27 JAL1628 Ah, no, negative. JAL1628.

About a minute elapsed and then the AARTCC tried again to learn the identity of the "traffic."

5:21:19 AARTCC JAL1628 heavy, see if you are able to identify the type of aircraft, ah, and see if you can tell whether it's military or civilian.

5:21:35 JAL1628 JAL1628. We cannot identify the type, ah, but we can see, ah, navigation lights and, ah, strobe lights.

5:21:48 AARTCC Roger, sir. Say the color of the strobe and beacon lights.

5:21:56 JAL1628 The color is, ah, white and yellow, I think.

5:22:03 AARTCC White and yellow. Thank you.

The reference to "navigation lights and strobe lights" is consistent with the subsequent testimony that the crew were seeing both steady (like navigation) and pulsating or flashing (like strobe) lights. The colors, white and yellow, are not the conventional colors (red, white, green) for aircraft lights but they might be consistent with the color of "rocket exhaust" which is what Terauchi compared them to in his interview and testimony.<sup>(1,2)</sup>

By this time the personnel of the AARTCC were aware of the JAL report of traffic. The watch supervisor entered the following

into the Daily Record of Facility Operation:

*Daily Record, 5:21 P.M. JAL1628, HB747, BIKF-ANC reported traffic at his altitude (FL350) one mile with a white and yellow strobe. AAL ROC and EDF ROCC notified. No known traffic identified.*

It should be noted that in the above statement the reference to Alaskan Airlines Regional Operations Center should probably have been JAL ROC. Also, the Elmendorf (EDF) Regional Operational Control Center (ROCC) was not actually contacted until 5:23 P.M.

After flying in a one-above-the-other orientation for several minutes the "two ships" changed their relative positions. The captain recalls, "the ships moved in formation for about three to five minutes [and] then the ships moved forward in a line, again slightly higher in altitude as [sic] we were, 40 degrees to our left. We did not report this action to the Anchorage Center. Honestly, we were simply breathtaken." (See figure 3.)

At some time while the arrays of lights were ahead and to the left, Capt. Terauchi decided to take a picture of them. He asked Tsukuba to get the camera. This incident helped Tsukuba later to remember how long the lights had been in front of the plane. He recalled during the interview,<sup>(10)</sup> "I think I saw it for about 10 minutes after I sighted it the first time. The reason is because the captain wanted to take pictures. His camera bag was placed behind his seat, beside mine, and I handed it to him. But he could not take pictures, so I placed his camera bag beside my seat again. So I think about 10 minutes."

When asked why the captain couldn't take pictures, Tsukuba responded, "Well, his camera is Alpha 7,000, with film ASA 100. He could not operate it well. I mean the operating procedure of the camera was not understood well."

The captain recalls the attempt at photographing the lights as follows:<sup>(2)</sup> "I thought perhaps it is one of those things called UFO and taking a photo might help to identify the object later. I asked to bring forward my camera bag that was placed in the rear of the cockpit and began to take a picture. The area in which the plane was flying was unchanged but the lights were still moving strangely. I had ASA 100 film in my camera but the lens kept adjusting and never could set a focus. I changed auto-focus to manual-focus and pressed the shutter but this time the shutter would not close. Then our aircraft began to vibrate and I gave up taking a photo. I placed my camera back in the camera bag and concentrated on observing the lights."

After learning the color of the strobe lights, the AARTCC began to ask about flying conditions ("normal") and clouds ("below us"). It took from 5:22:11 to 5:23:05, or about a minute, for the AARTCC to get an answer about the clouds because of interference with the radio transmissions. At 5:22:41 the AARTCC told the plane the transmissions were "garbled" and asked it to change transmitting frequencies. In his testimony the pilot recalled the several requests for cloud altitude: "They also asked us several times if there were clouds near our altitudes [sic]. We saw thin and spotty clouds near the mountain below us, no clouds in mid-to-upper air, and the air current was quite steady."<sup>(2)</sup> The repeated questions about clouds caused Terauchi to wonder why the controller was so interested in clouds. He speculated, "Perhaps the controllers were concerned that an increased use of improved laser [sic] beams using [illuminating] clouds was creating moving images."

The pilot also remembered the communication problem: "The VHF communication(s), both in transmitting and receiving, were extremely difficult for 10 to 15 minutes while the little ships came close to us and often interfered with communication from Anchorage

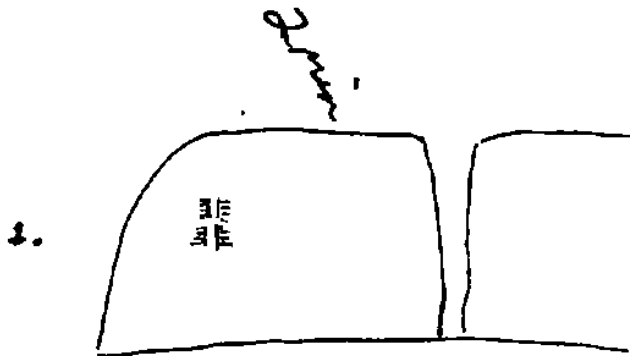


Figure 2: Original drawing by Capt. Terauchi of the "two spaceships" in front of JAL1628. Objects were situated one above the other for two minutes.

Center. However, communication conditions became as [sic] good as soon as the ships left us. There were no abnormalities in the equipment or the aircraft."<sup>(7)</sup> When he was interviewed the captain was asked to describe the type of interference he heard. He described the interference as "some kind of, like, ah, jamming...it was just a noise, sounded like zaa, zaa"<sup>(1)</sup>. The communications capability, was he said, two out of five possible levels (5, 4, 3, 2, 1) with five being perfectly clear.<sup>(1)</sup> Normally communications with a plane in that area would be good.

## Radar contact

Shortly after the copilot told the AARTCC, at 5:23:05, that the clouds were "below us", he reported a new, sudden event:

5:23:13 JAL1628 And now the target, ah, traffic is extinguished. We cannot see [it] now.

5:23:19 AARTCC JAL1628 roger. And I'm not receiving any radar replies.

It was probably at this time that the "two ships" which had been quite close to the plane since 5:18 or 5:19 P.M. suddenly moved farther away to the left. Looking to the left, the captain could now see that "there was a pale white flat light on [sic] the direction where the ships flew away, moving in a line along with us, in [sic] the same direction and same speed and in [sic] the same altitude as we were."<sup>(2)</sup>

About this time the AARTCC controller decided to find out if the Air Force at Elmendorf Regional Operational Control Center had anything on its radar.

5:23:35 AARTCC [To the ROCC] Could you look approximately forty miles south of Fort Yukon? There should be [JAL 1628] up there. Can you tell me [if] you see primary target about his position?

It took the ROCC radar operator about two minutes to answer the question. In the meantime significant events occurred aboard the

plane and at the AARTCC.

It was now about 14 1/2 minutes since Capt. Terauchi had first seen lights traveling along with his plane, about six to seven minutes since the lights had appeared abruptly in front of the plane, and only a minute or so since the "ships" quickly moved away from the JAL jet, apparently in the direction of the "flat pale white light"<sup>(2)</sup> which the captain described as like "two white fluorescent-like lights."<sup>(12)</sup> His drawing<sup>(7)</sup> (see Figure 5) indicates that the lights were horizontally oriented and spaced apart, like two fluorescent tube lights with a large dark gap between them. At this time in the flight he could only see the two white lights. He was not sure whether the two "ships" had become pale white lights after they moved away from the jet, or if the white lights were something entirely different. (Later in the flight he could see the outline of a large shape connecting the lights. After seeing the outline the captain had the impression that the distant lights were on a very large "mothership" and that the two small "ships" had traveled over to the "mothership."<sup>(1)</sup>) It was difficult for the other crew members to see the pale lights through the left window and they didn't try to describe any particular orientation or shape to the lights. They did, however, agree that there were some lights at the left where the pilot indicated.

Up to this time the AARTCC had not acknowledged the detection of any anomalous target on the ground radar. Terauchi recalled his feelings at the time: "We [had earlier] said we could see a light in the 10 o'clock position [i.e., about 60° to the left] at the same altitude and wondered if they could see anything on their radar. The Anchorage Center replied that they could see nothing on their radar." (See the responses from the AARTCC at 5:19:32 and particularly at 5:23:19.) Copilot Tamefuji recalled that, even though the lights were now farther away, the captain decided to "search the object by the radar."<sup>(9)</sup>

Terauchi wrote,<sup>(2)</sup> "I thought it would be impossible to find anything on an aircraft radar if a large ground radar did not show anything, but I judged the distance of the object visually and it was not very far. I set the digital weather radar distance in [sic] 20 [nautical] miles, radar angle to horizon [i.e., no depression angle]. There it was on the screen. A large green and a [sic] round object had appeared in [sic] seven or eight miles [13 km to 15 km] away, where the direction of the object was. We reported to Anchorage



Figure 3: Second relative orientation of "spaceships." Objects were side by side for 10 minutes.



Center that our radar caught the object within seven or eight miles in [the] 10 o'clock position. We asked if they could catch it on the ground radar but it did not seem they could catch it at all."<sup>(2)</sup> During the January interview Terauchi recalled that the radar detection occurred about 15 minutes after he first saw the lights, i.e., at about 5:25:00 PM.<sup>(1)</sup> He was not far off.

5:24:50 AARTCC JAL1628 do you still have, ah visual contact with the, ah, traffic?

5:24:53 JAL1628 Affirmative. Also,<sup>(4)</sup> we [have] radar contact, ah...[unintelligible; broken transmission]

5:25:02 AARTCC JAL1628 heavy, roger, sir. I'm picking up a hit on the radar approximately five miles in trail of your six o'clock position [behind the plane]. Do you concur?

5:25:12 JAL1628 Ah, negative, ah, 11 o'clock, ah, eight miles, ah, same level over.

A month and a half afterward the captain had not remembered the direction accurately (he recalled 10 o'clock instead of 11 o'clock) but he had recalled the range correctly.

Flight Engineer Tsukuba recalled seeing on the radar screen at "about 10 miles" a "green dot like, not exactly a dot. It was not a dot, but a stream like." He did "not think it [the target on the radar] was the same lights as the one [sic] I saw in front of us." Here the engineer is referring to the visual difference between the two bright "ships" which had been nearly in front of the aircraft and the pale whitish light of the "mothership." Tsukuba described this "second" light as "very difficult to see" and "vague," although he did indicate that he saw it for "a total of 30 minutes."<sup>(10)</sup>

According to Tsukuba (and also the pilot and copilot) there was no problem with internal cockpit lights reflecting off the windows since the internal lights had all been turned off (except dim instrument lights). Tsukuba was sure that the "mothership" light was indeed outside the aircraft. But it was sufficiently indistinct and "hard to see" from his seat on the right side of the jet that he was

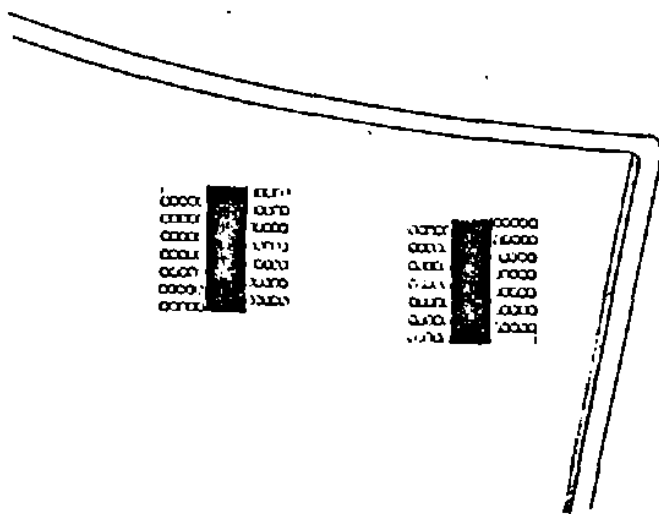


Figure 4: The "spaceships" as seen through cockpit window



Figure 5A: Capt. Terauchi's November 17 drawing of two flat pale lights and the "silhouette of a gigantic spaceship"

Figure 5B: Capt. Terauchi's map of the track of the aircraft with numbers indicating locations of the plane when the "traffic" appeared as illustrated in Figures 2 (#1), 3 (#2) and 5A (#3)

"not certain whether it was lights of a distant town or a strange object."<sup>(10)</sup> He reported that the weather was clear and that none of his instruments showed any disturbances.

Copilot Tamefuji recalled that the radar echo was "just like other traffic, but, ah, I thought a little bit large." He said the radar target echo was green and at a distance of seven to eight (nautical) miles. He had "many experiences before in checking oncoming aircrafts on a radar" and in his opinion the radar echo was similar to a conventional aircraft echo.

The captain drew a picture of the radar echo during the interview on November 17.<sup>(7)</sup> (See Figure 6.) The drawing shows a large dot with a line through it suggesting that whatever was reflecting the radar was quite large. In commenting on the echo the captain pointed out that "normally it appears in red when an aircraft radar catches another aircraft" whereas green is usually the color of a weak weather target such as a cloud. The fact that the echo was green on the radar screen led him to ask whether or not the "metal used in the spaceship is different from ours."<sup>(2)</sup> One might also speculate on the use of radar signature reduction techniques generally classified as "stealth."

The radar echo remained on the screen for an undetermined length of time, but probably for no more than several minutes. "While we were communicating with Anchorage Center," the captain said, the two pale white lights gradually moved to the left side and to [the] left diagonally back 30 degrees as if they understood our conversation and then when they were beside our aircraft [i.e., at about the nine o'clock position or 90° to the left] they totally disappeared from our radar."<sup>(2)</sup> This is to be expected since the forward-looking weather radar does not sweep left and right to angles larger than 90°.

While the "mothership" lights were dropping back to the left and the radar echo was going off the screen, the Air Force and the AARTCC were having their own radar detections. At 5:25:43, after spending about two minutes looking, the ROCC radar controller reported back to the AARTCC that he was getting some "surge primary return." By this he meant an occasional radar echo unaccompanied by a transponder signal. (A transponder is a transmitter on an airplane which sends out a coded signal in response to a signal from the ground station.) The ROCC controller added, "I don't know if it's erroneous or whatever, but..." The AARTCC responded:

5:25:50 AARTCC Negative, its not erroneous. I want you to keep a good track on there and if you pick up a [transponder signal] and verify that you do not have any [military] aircraft operating in that area.

5:25:57 ROCC That is affirm[ative]. We do not have anybody up there right now. Can you give me the position of the primary you're receiving?

5:26:03 AARTCC "I'm picking up a primary approximately 50 miles southeast.<sup>(4)</sup> But it's<sup>(4)</sup> right in front of the [JAL1628].

Unfortunately the AARTCC controller did not say what the primary return was southeast of. He may have meant southeast of Fort Yukon, since it was displayed on the radar screen. At this time the plane was about 60 nm south southwest, relative to geographic north, of Fort Yukon. But with respect to magnetic north (which is used on air route maps), the plane was southeast of Fort Yukon. (The reason for this difference in direction is that in that area of Alaska magnetic north has a deviation of about 30° clockwise from true geographic north.)

The conversation continued as follows:

5:26:13 ROCC OK. I've got him his about...

5:26:15 AARTCC Eight miles in front of the [JAL1628] he's got traffic at the same altitude [35,000 feet].

5:26:18 ROCC OK. I've got him about his, ah, oh, it looks like about, ah, 10 o'clock at about that range, yes.

It appeared that the ROCC radar set was showing a "primary return" at the approximate location reported by the pilot. The AARTCC then asked the ROCC to check on any military flights in the area around the plane and ended the conversation at 5:26:35.

About a minute later AARTCC called ROCC to report that the "target in front of the [JAL1628]<sup>(4)</sup> is an unknown to us." ROCC responded (5:27:53), "OK. We've lost contact with it now." The AARTCC controller then went on to say, "OK. We're not working that aircraft [meaning the unknown target] in the ... [unintelligible].. well, the aircraft [JAL1628] still has visual contact only he can't identify the [unknown] aircraft. He believes it has white and yellow strobes." To this the ROCC controller responded (5:28:04), "OK. I'm still not, I, we lost contact on him. I don't see him at all." In other words, there was no longer an unknown primary return on the ROCC radar display.

During this conversation the flight was continuing along a straight line heading of about 215° (southwestward) toward Talkeetna. The unusual lights were at the left side. The captain recalled, "When they were in front of us they were position[ed] slightly higher in altitude than we were, but now they placed themselves slightly below the horizon where it was most difficult to see. The distance between us was still about seven miles to eight miles visually." The airplane radar no longer showed a radar echo since the lights were too far to the left.<sup>(7)</sup>

Many minutes earlier, when the sighting began (about 5:10 P.M.),

Fort Yukon was at the right side of the plane. The captain recalled the lighting conditions of the sky at the time: "When we started to see Fort Yukon diagonally below us at the right the sun was setting down in the Southwest, painting the sky in a slightly red stripe, approximately two to three millimeters (at arms length?) and gave a bit of light but the east was still pitch dark."

A calculation of the angular elevation and azimuth of the sun shows that at the time of the sighting the sun was about 15° below the horizon, from ground level, and was at an azimuth of about 270°, or due west. This would place it below the horizon and about 55° to the right of straight ahead of the plane. Thus the astronomical calculation shows that the captain was incorrect in referring to the sunset direction as "southwest" although. The calculation is, however, consistent with the claim of the captain and crew that the sun had set and that there was a thin reddish stripe just at the horizon to the right of straight ahead.

Under these conditions the sky to the left of the plane would have been very dark and stars would have been visible. The nearly full moon, which had lighted the sky while the plane was over Greenland, was now well behind the plane at an azimuth of about 50° and an elevation of about 10°. Two planets were visible above the horizon in the southeast: Jupiter at an azimuth of about 140° and an elevation of somewhat more than 11° and Mars at about the same azimuth but only several degrees above the horizon. Jupiter was quite bright and Mars was much dimmer than Jupiter. Jupiter and Mars were 70° to the left of straight ahead as the plane flew southwestward.

By the time that the "small ships" had moved away from the aircraft and the ROCC had detected some "surge primary return" near the jet, the sun was several more degrees below the horizon, the sky in the southeast was darker and the plane was well south of Fort Yukon. The captain picks up the narrative: "Far in front of us there were lights increasing from the U.S. Military Eielson Air Force Base and Fairbanks." Each was about 40 miles away at this time. "The lights were still following us at exactly the same distance. However, it was too dark to identify by only the lights whether or not they were the same spaceships that were flying in front of us a few minutes ago. It seemed that we were flying in the lighter side and gave them the advantage of being on the dark side."

That is, from the viewpoint of the supposed "mothership" the airplane was silhouetted against the light western sky, but the crew of the jet could not see the outline of the "mothership" because it was silhouetted against the dark sky in the southeast. The captain was able to see only the faint lights from the "mothership."

As the plane approached Eielson and Fairbanks, the captain saw "two very bright lights" appear "suddenly from the north...perhaps four or five mountains away." He speculated at the time what these might be. He couldn't identify all the normal ground lights because "the flight above Alaska territory is generally in daytime and it is confusing to identify the kind of lights" on the ground. He finally decided that the lights were along the Alaska pipeline.

Continuing his narrative, Capt. Terauchi recalled, "We arrived at the sky above Eielson Air Force Base and Fairbanks." (Actually, at this time, about 5:30 P.M., the plane was about 20 miles northeast of Eielson and about 30 miles east-northeast of Fairbanks.) "The lights [of the city] were extremely bright to eyes that were used to the dark." (The cockpit lights had been turned off to eliminate window reflections of internal lights.) "We were just above the bright city lights and we checked the pale white light behind us. Alas! There was a silhouette of a gigantic spaceship. We must run away quickly.

'Anchorage Center. This is JAL1628 requesting a change of course to right 45°.' It felt like a long time before we received permission."<sup>(2)</sup>

Actually it took only 15 seconds to get permission, as the transcript of the AARTCC tape recording shows. But it did take longer to actually begin the turn (see Figure 7.)

5:30:16 JAL1628 [Very broken communication; unintelligible]

5:30:20 AARTCC JAL1628 heavy, you're coming in broken.  
Say again.

5:30:23 JAL1628 Request, ah, deviate, ah, ah, from,  
ah, object, ah, request heading two four zero.

5:30:31 AARTCC JAL1628 roger. Fly heading two four zero.  
...JAL1628 heavy, deviations approved as  
necessary for traffic.

5:30:49 JAL1628 It's, ah, quite big...

5:30:52 AARTCC JAL1628 heavy, you're still broken.  
Say again.

5:30:56 JAL1628 It's, ah, very quite big, ah, plane.

The radar tracking data show that by asking for a heading of 240° Tamefuji was requesting a 60° turn to the right. At 5:31:08, about 50 seconds after Tamefuji called for permission to turn, the plane began to turn from its *magnetic* heading of 182 (+/- 1) degrees (about 215° with respect to geographic north). By 5:32:08 the plane had settled on its new heading of 222° *magnetic* (255° true), a turn of 40°, which is close to the 45° that the captain recalled but less than the 60° turn requested by Tamefuji.

The captain's narrative continues after the right turn: "We checked our rear [and] there was still the ship following us. This is JAL 1628. Again requesting for change course 45° to the right.' We had to get away from that object. 'JAL 1628. This is Anchorage Center. We advise you, continue and take 360° turn.' 'JAL 1628, thank you. We will continue 360° turn."<sup>(2)</sup>

Unfortunately the captain was not entirely accurate in his recall of these apparently frightening events. The AARTCC transcript shows that there was no request for a second right turn. There was, however, a request for a descent in altitude from 35,000 feet to 31,000 feet at 5:32:07, followed by a request to turn to a heading of "two one zero," i.e., about a 12-degree turn to the left, at 5:34:56. Later on, at 5:36:37, the AARTCC controller asked the plane to make a 360° right turn. But all of this is getting ahead of the story

Before continuing let us consider what the captain may have meant by his claim that he saw the "silhouette of a gigantic spaceship." The term silhouette is applied to a situation in which the observer sees the outline of a relatively dark object against a bright background, or vice versa. The location of the plane just before the turn was northeast of Eielson and roughly east of Fairbanks. East of Eielson there are no cities, just mountains. Looking behind and to the left, then, the pilot was looking away from city lights. This would mean that anything in the sky at an altitude close to that of the plane would not be silhouetted against a bright background unless the moon (on the horizon behind the plane) provided a bright enough sky. Perhaps this is what happened, in which case one could ask why



Figure 6: Captain's sketch of how objects moved with respect to the plane and how the radar echo appeared on the weather record display. Radar target is in the lower left of the round display screen at about 7 nm range.

the captain hadn't seen the silhouette before. On the other hand, if the "gigantic spaceship" were below the horizon, it would not be silhouetted against the sky and the moon would be of little help since it was so low on the horizon. Perhaps what the captain saw was a reflection of the ground lights off the object and thus was able to see its outline silhouetted against a dark background. At any rate, he got the impression that the object was very big, in fact, much larger than his aircraft. He could still see the horizontal pale white lights but he could also see other structure such as illustrated in Figure 5, made several hours after the event, and Figure 8, which he drew about a month and a half after the event.

Just after the plane turned to the right the AARTCC controller called the Fairbanks Approach Radar controller to find out whether or not the short range radar had a target near the Japan Air jet. The approach radar reported no target other than JAL1628.

Just after the right turn the plane was flying on a heading of about 255° (true) and was about 20 miles north of Eielson AFB and 30 miles east of Fairbanks. At 5:32 P.M. the conversation between the controller and JAL 1628 continued.

5:32:07 JAL1628 JAL1628, ah, request descent.

5:32:20 JAL1628 JAL1628. Request three one zero.

5:32:25 AARTCC JAL1628 heavy, understand. Requesting flight level three one zero.

5:32:34 AARTCC JAL1628 heavy, your transmissions are broken. Say again.

5:32:39 JAL1628 Flight level three one zero.

5:32:41 AARTCC JAL1628 heavy, descend at pilot discretion. Maintain flight level three one zero.

5:32:45 AL1628 Leaving three five zero to three one zero.

The tracking data show that the plane descended from 35,000 feet to 31,000 feet over the next four minutes, reaching the lower altitude when the plane was almost due south of Fairbanks and just before it entered the 360° turn (See Figure 7.)

5:32:58 AARTCC JAL1628 heavy, do you still have your traffic?

5:33:00 JAL1628 Still, ah, coming, ah, ah, right in formation, in, ah, formation.

5:33:07 AARTCC JAL1628, understand.

A minute and a half went by, during which time the plane flew on a straight heading while decreasing in altitude. Then AARTCC decided to find out what had happened to the traffic.

5:34:38 AARTCC JAL1628 heavy, say position of your traffic.

5:34:42 JAL1628 Affirmative. Just over.<sup>(4)</sup> Fairbanks.

5:34:52 AARTCC JAL1628 heavy, understand. Your traffic is over Fairbanks at this time.

5:34:56 JAL1628 Affirmative...ah, request heading two one zero.

5:35:02 AARTCC JAL1628 heavy, roger. Deviations approved as necessary for traffic.

This portion of the transcript shows that the captain was incorrect in recalling a second right turn. Instead, the plane turned left about 12° beginning at 5:35:09 and it continued to turn (see Figure 7) as if it were heading back in the direction of Talkeetna. By the time of the left turn the altitude had decreased to about 33,000 feet.

The statement at 5:34:42 that the object was "over Fairbanks" could not be correct if the object was at the left side of the plane because at that time Fairbanks was still ahead and somewhat to the right (See Figures 1 and 7.)

5:35:15 AARTCC JAL1628, say altitude of your traffic.

5:35:20 JAL1628 Ah, oh, sa, ah, same level.

Another minute passed by during which the AARTCC called the Fairbanks approach radar again and once again the approach radar reported no target other than the JAL1628 itself. The copilot indicated that he wanted to resume his flight straight directly to Talkeetna.

5:36:12 JAL1628 Ah, Anchorage Center, JAL1628. Request direct [to] Talkeetna.

5:36:18 AARTCC JAL1628 heavy, cleared direct to Talkeetna and in, ah, advise me of your [sic] position of your traffic.

5:36:24 JAL1628 Ah, same po...same position.

In other words it appeared that the "traffic" had stayed in the same position relative to the aircraft and had descended with the aircraft to an altitude which was about 31,200 feet<sup>(3)</sup>. The AARTCC decided it was time to "test" this unusual "traffic."

5:36:37 AARTCC JAL1628 heavy, sir, I'm gonna request you to make a right turn three six zero degrees, 360 degree turn and advise me what your traffic does then.

5:36:47 AL1628 Right turn 360.

The plane commenced the turn at about 5:37:15. The pilot, in his testimony written a month and a half later, recalled these events, although his recall of a second right turn was in error and he incorrectly placed the altitude descent after the turn instead of before it. In the captain's testimony, commencing just after the wrong statement about a second right turn, he has written, "We had to get away from that object. 'JAL1628. This is the Anchorage Center. We advise you, continue and take a 360-degree turn.' 'JAL1628, thank you. We will continue 360-degree turn.' It was too slow to circle in the auto-pilot mode; therefore we switched to the manual mode and set to turn right on a 30 degrees bank. We looked to our right forward but did not see any light. We were relieved, thinking the object may have left us and returned to the level flight, but when we checked to our rear the object was still there in exactly the same place." (Following these statements in his testimony the captain has recalled the descent from 35,000 to 31,000 feet, which he incorrectly placed after the turn. Actually the descent to 31,000 had been completed just before the turn. (See Figure 7.)

While the plane began the turn the AARTCC communicated with the ROCC. At 5:37:23 the ROCC confirmed that no military aircraft were "working up there" and at 5:37:30 that there was no "traffic" on the radar screen. AARTCC then called the plane again. By this time the plane had been turning for about a minute and a half.

5:38:55 AARTCC JAL1628 heavy, sir, does your traffic appear to be staying with you?

5:38:57 JAL1628 Ah, (unintelligible) distinguished.

5:39:01 AARTCC JAL1628 say again?

5:39:04 JAL1628 It, ah, disappeared. JAL1628.

5:39:10 AARTCC JAL1628 heavy, roger. At your discretion proceed direct to Talkeetna, J125 [to] Anchorage.

The "mothership" was behind and to the left before the right hand-turn. Therefore there were three possible results of the turn: (a) if the object remained stationary while the plane turned it would initially "disappear" behind the plane and then reappear nearly behind the plane on the right side before the turn was completed; (b) if the object also made a right turn but on the outside (i.e., as a much larger turning radius) of the turn made by the aircraft, it would stay at the left and be continually visible; and (c) if the object also made a right turn but trailed behind the aircraft it would remain invisible during the turn.

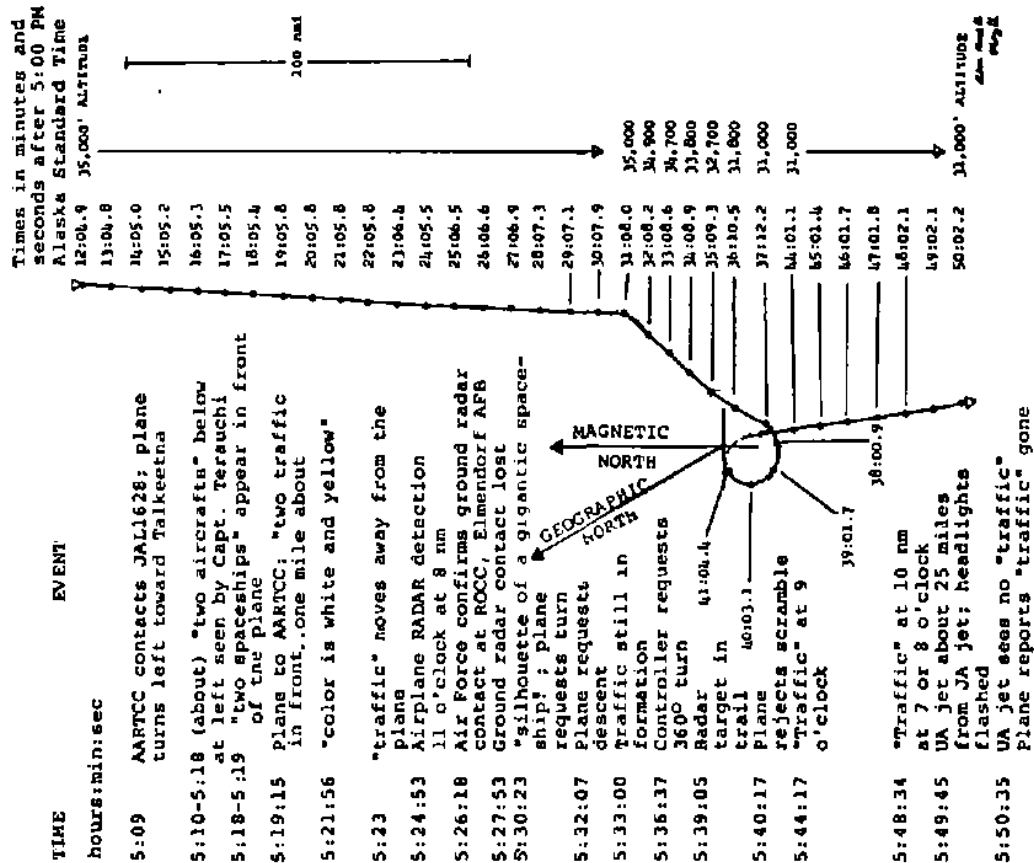


Figure 7: Flight track of JAL1628

The fact that it "disappeared" very soon after the plane started the turn indicates that the "mothership" did not make a turn on the outside of the turn of the plane. On the other hand, the captain and copilot recall that they looked out the right hand side to see if it would reappear during the turn, but they did not see it. Therefore it may have trailed the aircraft during the turn. But it did not stay directly behind the aircraft after the turn because the captain recalled that after the turn had been completed and they were again heading southward "we" [the captain, since it was behind and to the left where only he only he see it] checked to our rear and "the object was still there in exactly the same place."

The conclusion that the object may have trailed behind during the turn is consistent with a radar report made at that time. While the plane was turning, the ROCC confirmed an anomalous radar target in the vicinity of the plane. (Note: Many of the times given below do not agree with the times in the FAA transcript. This is because some of the transcript times are in error. The times given below agree with the FAA-supplied tape recording of the conversations between the FAA controllers, the ROCC and the aircraft.)

5:38:57 AARTCC Anchorage Center.

5:38:58 ROCC Ya, this is one dash two again. On some other equipment here we have confirmed there is a flight size of two around [JAL1628]. One primary return only.

5:39:05 AARTCC OK. Where is, is he following him?

5:39:07 ROCC It looks like he is, yes.

5:39:10 AARTCC OK. Standby.

The use of the term "flight of two" indicated that, on the radar screen, JAL1628 had a companion. Moreover, it appeared to the ROCC that the companion was "following," that is, it was behind the plane.

Soon after the ROCC confirmed a "flight of two," the AARTCC controller who was conversing with the plane at 5:39:04 reported:

5:39:10 AARTCC JAL1628 heavy, roger, at your discretion proceed direct [to] Talkeetna J125, Anchorage. [J125 is a flight route.]

5:39:15 JAL1628 [unintelligible]

5:39:23 AARTCC JAL1628 heavy, roger, sir. The military radar advises they do have a primary target in trail of you at this time.

5:39:32 JAL1628 Ah, say again? JAL 1628.

5:39:35 AARTCC JAL1628 heavy. Military radar advises they are picking up intermittent primary target behind you in trail, in trail, I say again.

5:39:47 JAL1628 I think so.<sup>(4)</sup>

As the conversation between the plane and one AARTCC con-

troller was occurring, another AARTCC controller was continuing to converse with the ROCC.

5:39:24 AARTCC OK. Do you want to, do you have anybody you can scramble up there or do you want to do that?<sup>(46)</sup>

5:39:30 ROCC I'll tell you what. We're gonna talk to the liaison officer about that.

5:39:33 AARTCC OK. Uh, it's starting to concern Japan Airline [unintelligible] 1628, a 747. He's making a 360 now and it's still following...<sup>(46)</sup>

5:39:46 ROCC Where is this search return at, right behind him or where?

5:39:50 AARTCC Say again?

5:39:51 ROCC Ah, I'm gonna talk to my other radar man here has gotta, he's got some other equipment watching this aircraft.

5:39:54 AARTCC OK.

5:39:55 ROCC OK. We're going to call the military desk on this.

At this point the conversation with the ROCC ended and the plane was contacted again.

5:40:10 AARTCC JAL1628, Anchorage request.

5:40:12 JAL1628 Go ahead.

5:40:13 AARTCC Roger, sir. Would you like our military to scramble on the traffic?

5:40:17 JAL1628 Negative. Negative.

Capt. Terauchi's immediate reaction to the offer of military assistance was to decline it. In his testimony he recalled the event and explained his reaction: "JAL1628, this is Anchorage Center. Would you like to request scramble for confirmation?" [underlining in the original text] "The Anchorage Center, this is JAL1628. We would not request scramble." We turned down the offer quickly. I knew that in the past there was a U.S. military fighter called the Mustang that had flown up high for a confirmation and a tragedy had happened to it. Even the F-15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology."

Despite the immediate negative reply the AARTCC was persistent:

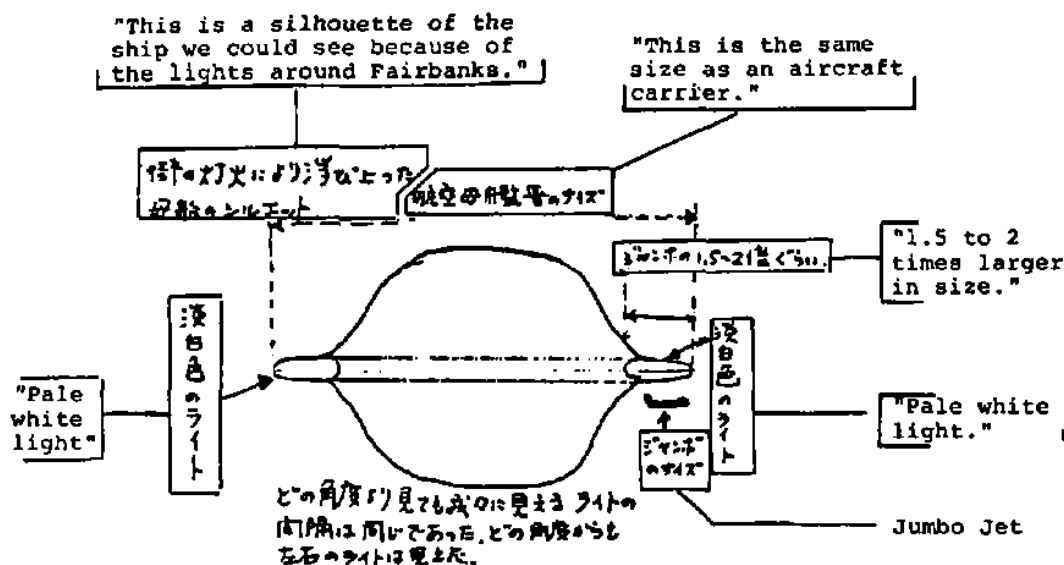
5:40:26 AARTCC JAL1628 heavy, sir, we do have military ah, at Eielson 40 miles away. I can put them up and let them check the traffic for you.

5:40:34 JAL1628 Roger.

5:40:35 AARTCC JAL16289, roger. Would you like us to do that?

At this point a military aircraft referred to as TOTEM, which was not a fighter aircraft but was already in the air, offered to check out the traffic. The transmission was somewhat garbled, however, and the AARTCC controller thought he was hearing JAL1628. JAL1628 was also confused momentarily:

5:40:44 TOTEM Anchorage Center, you have TOTEM 71 up here. We might be able to get close to him.



5:40:48 AARTCC JAL1628, you were broken. Say again.

5:40:55 JAL1628 Ah, say again? JAL1628.

5:40:59 AARTCC JAL1628. Your transmission was broken, sir. We do have military aircraft in your vicinity that we can, ah, check on the, ah, traffic with you.

5:41:07 JAL1628 Ah, [unintelligible] 1628. No radar traffic above.

It was now one minute since the AARTCC had directed the plane to fly directly to Talkeetna. At that time, 5:39:10, the plane was about 1/3 of the way around the circle (See Figure 7.) Finally at 5:42:04 the plane responded. By this time the circle had been 3/4 completed.

5:42:04 JAL1628 Anchorage Center, Japan Air 1628. Confirm direct to Talkeetna three one zero.

5:42:09 AARTCC JAL1628 heavy. Affirmative. Direct to Talkeetna and descend at pilot's discretion. Maintain flight level two five zero.

5:42:16 JAL1628 Ah, pilot's discretion. Two five zero. JAL1628.

While the plane was being directed to Talkeetna the AARTCC and the ROCC continued discussing the radar targets.

5:41:51 AARTCC Where's that, ah, are you still painting a primary, ah, by that JAL flight?

5:41:56 ROCC OK. Let me look at my other....

5:41:59 AARTCC If so, where's the position of it?

5:42:00 ROCC OK. Standby.

5:42:24 ROCC It looks like he, ah, offset left and then possibly fell back in-trail. However, I can't see him now. I can't pick him out.

While this conversation was going on, the Capt. Terauchi was looking to his left and backwards. It was there again.

5:42:35 JAL1628 Ah, we have... Anchorage Center, JAL1628. We have in sight same position, over.

5:42:42 AARTCC JAL1628, understand. In sight, same position.

This statement, made while the plane was just coming out of the turn to head southward (see Figure 7), indicates, as described previously, that the "mothership" may have followed behind the plane. The captain remembers the events this way: "The consumption of fuel during this flight was almost as expected but there was only 3,800 pounds left and as such was not enough for extra flying or

running around. We have got to arrive at Anchorage." At this point in his testimony the captain recalled the direction to proceed directly to Talkeetna. But he incorrectly remembered that the plane had initiated the request (the AARTCC initiated the request; see above). He continued, "We checked behind us again. The ship was in formation and ascending with us. We wondered and feared as to their purpose." The word ascending should have been descending (the plane never ascended during the sighting) and furthermore, it is in the wrong temporal location in the testimony because the descent occurred before, not after, the turn.

His testimony continues at this point with his recollection of the query about a scramble of a military aircraft. But according to the transcript, the discussion of a scramble came before the plane completed the turn rather than, as the captain recalled, after the turn.

About a minute and a half later the AARTCC decided to find out whether or not the traffic was still with the plane.

5:44:07 AARTCC JAL1628, sir, do you still have the traffic?

5:44:12 JAL1628 Ah, say again please.

5:44:13 AARTCC JAL1628 heavy. Do you still have the traffic?

5:44:17 AARTCC Ah, affirmative, ah, nine o'clock.

Capt. Terauchi recalled the reappearance of the "mothership:" "We flew toward Talkeetna at an altitude of 31,000 feet. The spaceship was still following us, not leaving us at all."

By this time the plane was completely out of the turn and headed toward Talkeetna. At about 5:40 a United Airlines passenger jet took off from Anchorage and headed north to Fairbanks. Several minutes later it reported being at 29,000 feet and on a 350°D°o (magnetic) heading. The AARTCC controller decided to ask the UA pilot if he could see anything behind the JAL flight. At 5:44:43 he called the UA pilot to say that the JAL flight was in his 11 o'clock position and 110 nm north "and he has traffic following him, sir. It's unknown traffic...I want you to see if you see anything with him." The UA pilot said he would look when he got closer. The controller asked the JAL flight to stay at 31,000 feet and the UA flight to stay at 29,000 feet. He then directed the UA flight to turn some more so that the planes would pass within five miles of one another.

5:46:48 AARTCC JAL1628 heavy. Maintain flight level three one zero.

5:46:54 JAL1628 JAL1628 (unintelligible) maintain three one zero.

5:46:59 AARTCC JAL1628, roger. I'm gonna have a United aircraft get close to you and take a look, ah, to see if he can identify your traffic.

5:47:06 JAL1628 Thank you.

Several minutes later the planes were much closer together and closing on one another rapidly (the separation was decreasing at a rate between 15 and 20 nm per minute).

5:48:16 UNITED United 69. Can you point the traffic out again please?

5:48:19 AARTCC United 69, heavy, affirmative. The, ah, Japan Air is in your eleven o'clock position and five zero [50] miles [away], southbound.

5:48:28 UNITED Ah, roger. Thank you.

5:48:31 AARTCC JAL1628 heavy, sir. Say the position of your traffic.

5:48:34 JAL1628 Ah, now, ah, ah, moving to, ah, around 10 miles now, ah, ah, position, ah, seven, ah, eight o'clock, 10 miles.

5:48:34 AARTCC JAL1628 heavy, roger.

As the planes approached each other in the dark sky, the "mothership" apparently dropped back, allowing the JAL plane to get far ahead. Of course the 10-mile distance was only the pilot's guess. He could not measure the distance because the airplane radar could not "see" back that far. The United pilot asked the AARTCC to have the JAL pilot flash the headlights on his aircraft so he could locate the plane. At 5:49:45 the JAL pilot did that. At this time the planes were about 25 miles apart.

Terauchi says: "About the same time [the time his plane headed toward Talkeetna after the 360°D° turn] a United Airline passenger aircraft which left Anchorage to Fairbanks flew into the same air zone and began communicating with Anchorage Center. We heard them transmitting that there was an object near JL 1628 and requesting for confirmation. We heard that the Anchorage center was saying to the United Airline aircraft that JL 1628 was at an altitude of 31,000 feet, and therefore, United Airline should maintain 33,000 feet. [Actually the transcript shows that UA altitude was 29,000 feet.] It sounded as if Anchorage Center had the United Airlines aircraft fly above the spaceship. We were flying the east side of Mount McKinley. The United Airline's aircraft came close to us. The United Airline aircraft requested us to flash our landing lights for visual confirmation and we both confirmed our positions visually. The United Airlines aircraft was coming close to us. We knew that they were watching us. When the United plane came by our side, the spaceship disappeared suddenly and there was nothing left but the light of moon."

When the planes were about 12 miles apart and still approaching one another, the UA plane reported seeing the JAL plane and nothing else. But by this time apparently the "mothership" had disappeared.

5:50:35 UA69 UA69 heavy. We've got the Japan Airliner in sight. I don't see anybody around him. He's at his seven o'clock position, huh?

5:50:46 AARTCC UA69, that's what he says. JAL1628 heavy, say the position of your traffic now.

5:50:52 JAL1628 Ah, now distinguishing, but, ah, ah, your, I guess, ah, 12 o'clock below you.

5:51:02 AARTCC JAL1628 heavy, say again. You're broken.

5:51:06 JAL1628 Just ahead of United, ah, [unintelligible]

Considering Terauchi's later recollection that the object disappeared when the two planes got close to each other, it is interesting that the copilot used the word "distinguishing" and followed this with "I guess 12 o'clock below you." Previously he had used the word "distinguished" when he meant "extinguished" because the object had disappeared shortly after the 360° turn began (see 5:38:57 and 5:39:04 above). Apparently he meant "extinguishing" or "extinguished" at this time as well. Furthermore, *if the object had been still visible* he would not have said "I guess 12 o'clock below you" because the captain would have been able to see where the object was relative to the UA jet. Thus it appears that the object/light had disappeared by this time.

It is also interesting to note that the copilot used the words "below you" which suggests that at the time of the flight crew members thought the UA plane was above their altitude. This is as the Captain subsequently remembered it. Perhaps they did not hear the controller tell the UA plane to maintain 29,000 feet.

At 2:51:32, after the planes had passed one another, the UA plane reported being able to see the JAL plane silhouetted against the sky. The captain could see the contrail as well as the plane but nothing else. The controller responded, "We got just a few primary hits on the target and then, ah, we really haven't got a good track on him ever," meaning that the radar never showed a continuous track of primary-only radar targets associated with the unusual "traffic."

After the UA plane had passed the JAL flight at a point about 60 nm south of Fairbanks (see Figure 7 at time 5:50:52), the AARTCC requested that TOTEM also fly toward the JAL plane for a look. AARTCC then directed the JAL plane to descend and the plane reported on the "traffic."

5:53:10 AARTCC JAL1628 heavy, descend at pilot discretion. Maintain flight level two five zero. (25,000 feet)

5:53:13 JAL1628 JAL1628, ah, pilot's discretion maintain ah, two five zero, so, ah, ah, I cannot, I couldn't see, ah UFO, over.

5:53:27 AARTCC JAL1628 heavy, understand. You do not see the traffic any longer.

5:53:31 JAL1628 Affirmative.

During the next several minutes TOTEM viewed the JAL plane but couldn't see any other traffic. JAL1628 proceeded to Anchorage and landed at 6:20 P.M.

## The aftermath

Because of the report of unusual traffic the crew was interviewed immediately by FAA official Jack Wright and then by agents James Derry and Ronald Mickle. Wright recorded the following information:<sup>14</sup>

I received a call from Dick Powers concerning a JAL flight which the Capt. had stated he was being followed or shadowed. I observed the aircraft



land at 1820 hours [6:20 P.M.]. No other aircraft was noted. The B747 taxied into the international ramp area. I interviewed Capt. Terauchi and the crew of two. The captain stated that this was the first time anything like this had happened to him. He stated that approximately five nm after passing the Canadian/Alaskan border at 35,000 feet something appeared five to seven nm in front of the aircraft. It had lights, four to five in a line [see drawings] and said it was bigger than they were [B-747]. At times the object would be to the captain's side of the aircraft [left]. Never the other side [right]. He referred to the dark side. After passing the Fairbanks area he requested to fly parallel to course and this was granted. When he turned to the right and flew parallel, the object was gone. [In all cases the weather radar was also used to identify the object and the five-to-seven nm distance was taken from the radar display - 20 nm range.] They returned to course and the captain said, "There it was, as if it was waiting for me." At approximately the Talkeetna area the object took off to the east and was gone. A United flight departed from Anchorage and was requested to check if they could see anything but it was gone before United got there. Nothing different with the cargo except some expensive wine. The captain and crew were shook-up but professional. James Derry interviewed the crew at JAL operations. Capt. Terauchi had asked AARTCC if they were picking up two targets and was told 'just one.' The total time was approximately 55 minutes. A new crew took the flight on to Tokyo. Capt. Terauchi and the crew were to be in Anchorage for days before any additional flights. James Derry requested that the tapes and any other information be saved.<sup>(10)</sup>

The sparse amount of information contained in this initial report indicates that Wright did not carry out an extensive interview of the pilot and crew. It also indicates that he did not learn exactly what happened probably because of a combination of factors: (a) his failure to ask for a minute-by-minute history of the flight, (b) Terauchi's failure to recall events accurately and in the correct order, and (c) the communication problem (Japanese-to-English translation).

The failure to get the complete and exact story during the first interview was, unfortunately, repeated in the next interview by Special Agent James Derry. Both he and Ronald Mickle made notes. Agent Derry recorded the second interview as follows:<sup>(14)</sup>

"On November 17 I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport. Upon arriving at the ANC I met Agent Mickle and Inspector Wright who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew.

At JAL operations we met with [the crew] and Mr. Shimbashi, JAL operations manager at Anchorage. The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B747. These lights changed position after two minutes but remained in front of the aircraft for another 10 minutes, then moved to the left side of the aircraft. They stated that all they could see were the lights and at no time could they see the craft. However, they did show an object on their WX radar at about seven miles. The lights were yellow, amber and green, but no red. The lights were in two separate sets which changed position relative to one another. The crew said that they contacted AARTCC (and the AARTCC) confirmed that they also had it on radar.

Near Fairbanks the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of Talkeetna when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the course. The only problem with their systems was some static in the VHF receiver. The navigation system in use was INS with no apparent problems. Upon completion of my discussion with the crew I called Capt. Stevens, Duty Officer to NORAD, and asked if he had any questions other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if the Air Force was holding the data and he said yes.<sup>(10)</sup>

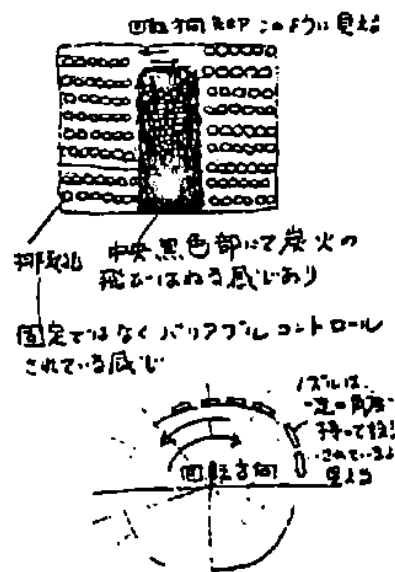


Figure 9: Pilot's sketch of side and top views of a "spaceship." Lights were moving to left and right as indicated by arrows.

Special Agent Ronald Mickle recorded the second interview as follows:<sup>(14)</sup>

As per telephonic request from [Wright], the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview. [I went to the] Japan Airlines station office as instructed by the Manager [Derry]. Myself [sic] and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of [Terauchi, Tamefuji, and Tsukuda]. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sighted [visually] the unidentified air traffic [UAT] in the vicinity of POTAT intersection and the ADIZ. The aircraft he was piloting [B747] was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated that the UAT was in front of his aircraft at a distance of approximately seven to eight nautical miles for approximately 12 minutes. The captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT he spotted yellow, amber and green lights and a rotating beacon but no red lights. The captain said there were two distinct sets of lights, but appeared to be joined together [as fixed to one object]. Captain Terauchi ascertained through visual sighting and radar that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself in front of the B747 to the port side. The UAT stayed on the port side for approximately 35 minutes. Captain Terauchi said he was communicating with AARTCC personnel during the sighting. The captain stated he requested and received permission to perform a 360 degree turn while in the vicinity of Fairbanks which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated that visual sight of the UAT was completely lost approximately 40 nm north of Talkeetna, while continuing to Anchorage. [The captain] stated that there was static during VHF communications with the AARTCC, that there was erratic movement with lights of the UAT during the visual contact, that navigation was being performed by coupling of the onboard INS's, and that the AARTCC had indicated to him the presence of a primary target in addition to his aircraft. Through a confidential source at JAL it was stated to me that this is not the first sighting of an unidentified aircraft by Captain Terauchi.<sup>(10)</sup>

A comparison of the above versions of the interviews shows that the full and accurate story as determined by the transcript and the

pilot's subsequent testimony did not come through in the initial interviews. Furthermore, the interviewers had somewhat divergent opinions on what the captain told them. Part of this problem may have been, literally, in the translation (from Japanese to English), but part of the problem also is that different people react to and remember different elements of a story.

It is unfortunate that the interviewers did not think to tape-record the conversations for later analysis but instead simply relied upon their recollections and their brief notes on what was said. Nevertheless, the basic core of the story is clearly expressed in these early interviews and thus they support the captain's subsequent more detailed testimony, written about a month and a half later. Particularly supportive of the Captain's later testimony were the drawings made during the interview with Derry and Mickle (Figures 2, 3, 5, 6). They show how the lights appeared at various times and how the target appeared on the radar scope. These sketches, made only hours after the event, agree generally with the drawings that the captain made a month and a half later to illustrate the to illustrate his testimonial report (see Figures 4, 8-11). These latter drawings were publicized in the news media. Figure 12 is Terauchi's map of the flight path and locations of certain events.

The air traffic controller who was responsible for guiding the JAL flight recorded his recollections the next day, evidently without first listening to the tape of AARTCC tape recording of the events.<sup>(13)</sup>

During the period of 2030 UTC [universal time coordinated], November 17, 1986, to 0430 UTS, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC to 0230 UTC, November 18, 1986. [This corresponds to 4:56 to 5:30 P.M. Alaska Standard Time, November 17, 1986]. At approximately 0225Z [5:25 P.M.] while monitoring JL1628 on Sector 15 radar the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have [a] primary target in the same position JL1628 reported. Several times I had primary returns where JL1628 reported the traffic. JL1628 later requested a turn to heading 210°. I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent [sic].

In the vicinity of Fairbanks I requested JL1628 to make a right 360° turn to see if he could identify the aircraft. He lost contact momentarily at which time I observed a primary target in the six o'clock position, five miles. I then vectored UA69 northbound to Fairbanks from Anchorage with his approval to see if he could identify the aircraft. He had contact with the JL1628 flight but reported no other traffic. By this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to Elmendorf AFB from Eielson AFB advised he had plenty of fuel and would take a look. I vectored him toward the flight and climbed him to Flight Level 240 [24,000 feet]. He also had no contact.

I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions. He reported clear and no clouds. The phrase "single primary returns" [used above] is in reference to [a] target other than JAL and "the traffic" is in reference to the unidentified object.<sup>(14)</sup>

Although the Anchorage FAA alerted the the FAA Security Office in Washington, D.C., no further action regarding the reported traffic was taken. This is unfortunate since a careful debriefing at the time of the event possibly could have uncovered details which had been forgotten by the time the crew was interviewed in January 1987.

## The FAA investigates

It is quite likely that the JAL sightings would never have been investigated if it hadn't been for the interest by the American newsmedia after word leaked out of Japan about the sighting. The first public mention of the sighting was in the Kyoda Press in Japan on December 29. The news story was based on information from the crew as well as the FAA in Anchorage.

According to Public Information Officer Paul Steucke (in an interview with Walter Andrus of MUFON), "The first thing I got was a phone call from Kyoda News Service out of Japan. That was the day before Christmas, December 24. They sent a correspondent over and the correspondent said to me — you know that we've got some information on 'such and such.' Is it true? I said, well, yeah, and here's what we've got. On the 29th after the Christmas holidays that story must have been printed somewhere in Japan because United Press International picked it up. Japan picked it up. Then the United Press reporter over here asked me the same question and I told him the same thing."

UPI reporter Jeff Berliner broke the story in the United States on December 29. Numerous newspapers reprinted the story and the FAA headquarters in Washington, D.C., learned about it from the press reports including the January 1 report in the Washington Post. When FAA headquarters called Anchorage for the full story, it learned that the radar data tape had been saved (which was unusual since usually the radar tapes are reused within 30 days after a use). [On January 1 the FAA re-opened its inquiry. Capt. Terauchi was interviewed on January 2 (1), at which time he supplied his written testimony (2). On January 4 the national press reported that the FAA had re-opened the inquiry and numerous news stories followed.

The FAA released portions of the information as it became available through Mr. Steucke. Unfortunately the FAA did not have a complete and accurate story to report and consequently the early news stories contained errors. The most amusing of these was in the reported time of the sightings. For some reason someone had handwritten a note on the master copy of the first FAA release, which was a summary of the AARTCC tape recording. The note indicated that the events had begun at 6:19 P.M., even though the summary itself clearly said 0219 UTC which translates to 5:19 P.M. Alaska standard time. This time error was perpetuated in news reports even though the captain recalled the correct time and stated it during an interview with Larry King on January 2.

While the press was having fun with the story, the FAA continued with its inquiry. The copilot was interviewed on January 5<sup>(9)</sup> and the flight engineer on January 15<sup>(10)</sup>. A complete transcript of the AARTCC tape recording, although with some time errors, was completed on January 9 and the radar data tape recording was sent to a special FAA facility for analysis. The FAA announced that it would release the material it had collected after it completed the inquiry.

January went by and then February with still no word from the FAA. But then, on March 5, the FAA announced the results of the inquiry. According to the press release the FAA "was unable to confirm the event."<sup>14</sup> The event was unconfirmed because "a second radar target near the JAL flight at the time of the reported sighting

was not another aircraft but rather a split radar return from the JAL Boeing 747." In other words, the FAA could not confirm the event on radar because the "traffic" or "primary return" reported by the controller at the time was merely an artifact of the radar set. Or so the FAA said. The press release did not mention that the "split return effect" was contradicted by the fact that the extra echo did not come back with every sweep of the radar and by a statement by an air traffic controller who said that they don't usually get a split image in the area that the JAL jet flew. The press release offered no explanation for the sighting, nor did it dispute the crew's claim that something unusual was seen.

The March FAA release made a smaller splash in the press than had the original January release of information. This may have been because the media misinterpreted the FAA statement. For example, NBC News incorrectly reported that "Terauchi's crewmates were not sure that they had seen a UFO" and that the FAA "concluded a three-month investigation saying there is nothing to substantiate the pilot's story." The NBC story failed to mention that the copilot and flight engineer had independently confirmed the pilot's report of seeing numerous lights appear in front and to the left of the aircraft and that the airplane radar had picked up a large target in the same direction as the unknown lights.

## The debunking that failed

The FAA wisely decided not to try to explain what the air crew reported. A small group of would-be debunkers did not exhibit such wisdom, however. Not content to wait for the complete release of information on January 22 the Committee for Scientific Investigation of Claims of the Paranormal (CSICOP) issued a news release entitled "UFO Mystery Solved."<sup>(15)</sup> The cover letter announced "the findings of the [CSICOP] investigation into the Japan Air Lines Flight 1628 UFO incident of November 18, 1986." The release itself stated that "according to a leading UFO investigator" (Philip J. Klass) at least one extraterrestrial object was involved—the planet Jupiter, and possibly another—Mars." The press release asserted that at the time of the sighting (incorrectly given as one hour earlier than it actually occurred) Jupiter was "extremely bright" at a -2.6 magnitude and would have been about 10 degrees above the horizon on the left side of the aircraft where the pilot first reported seeing the UFO. Mars would have been slightly lower and about 20 degrees to the right of Jupiter.

The release contends, "Although the very bright Jupiter, and less bright Mars, had to be visible to JAL Capt. Kenjyu Terauchi, the pilot never once reported seeing either—only a UFO that he described as being a 'white and yellow' light in his initial radio report to Federal Aviation Administration controllers at Anchorage."<sup>(16)</sup>

The release could also have noted, but of course does not, that Terauchi also didn't mention to the controllers that he could see numerous stars in the sky, city lights on the ground and a glow of sunset in the west.

The CSICOP explanation was based largely on the transcript of the AARTCC tape recording of the plane and air traffic controller. Apparently the pictorial information publicized in the news media was essentially discounted. The CSICOP analyst made a major error in not waiting for the release of the complete package of information compiled by the FAA. Had he waited he would have found that the

publicized versions of the sighting were actually quite accurate in their descriptions of the lights, although they were far from complete, and the descriptions certainly rule out Jupiter and Mars as explanations for the reported lights.

For example, because the analyst did not have the information package he did not know that the widely publicized drawings of the arrays of lights were more detailed versions of the sketches made by the captain only hours after event. Nor did he know that the other crew members, in separate interviews, supported the captain's report of seeing a multiplicity of lights appear in front of the plane and pace the aircraft for ten minutes or more. Nor did he know that the arrays of lights rearranged themselves from one above the other to side by side, a reorientation that Jupiter and Mars would have found difficult to do.

Without the information package it was impossible to reconstruct from radar data the flight path of the aircraft. Without the flight path it was impossible to determine the exact heading of the aircraft, and therefore the directions that the pilot and crew were looking at various times, since they gave sighting directions with respect to the heading of the aircraft. Therefore the analyst might not have realized that just before the end of the sighting, when Jupiter was ahead of the plane and to the left (about at the 10 o'clock position), the UFO "mothership" was behind and to the left (at the seven-to-eight o'clock position).

Although the CSICOP release discussed and rejected the FAA and Air Force radar detections, curiously it did not mention the widely publicized claim by the pilot that the airplane radar did detect an object at about seven to eight miles distance in the direction of the UFO. Perhaps the analyst rejected this claim, but if he had waited for the FAA information package, he would have learned that the other crew members also saw the radar image.

In summary, the Jupiter-Mars explanation is contradicted by the sighting directions to the UFOs at various times, by the descriptions by the crew members of the collections of UFO lights and by the airplane radar detection.

Had CSICOP waited until all of the information was available perhaps the organization would not have published the Jupiter explanation. In retrospect it appears that the CSICOP press release which was marked "FOR IMMEDIATE RELEASE" should have been marked "FOR PREMATURE RELEASE."<sup>(17)</sup>

## Analysis

Naturally the question arises as to what the JAL crew actually saw. Were the arrays of lights exhaust ports on two "spaceships," figment of their imaginations or misinterpreted stars? Did the captain really see a "gigantic spaceship" or something else behind his plane? These questions cannot be definitively answered, but it is possible to rule out some conventional phenomena.

To analyze the sighting it is best to divide it into four parts which follow the changing nature of the "unusual lights." First, the captain saw lights below and to his left just after the left turn when the plane was still northeast of Fort Yukon. According to the captain, the only thing that made these lights seem unusual is that they appeared to be pacing his aircraft. Nevertheless, he decided that they were two

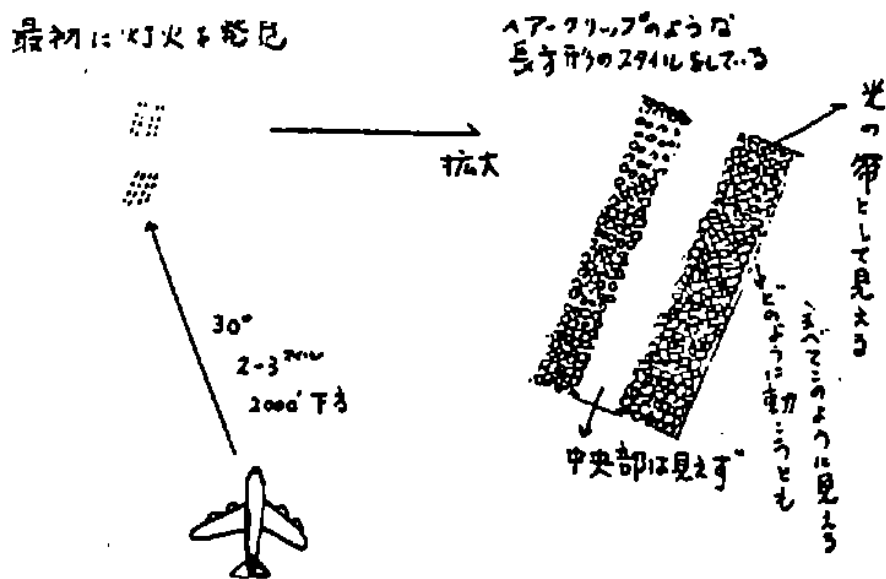


Figure 10: Initial view of "two spaceships" to the left front of airliner

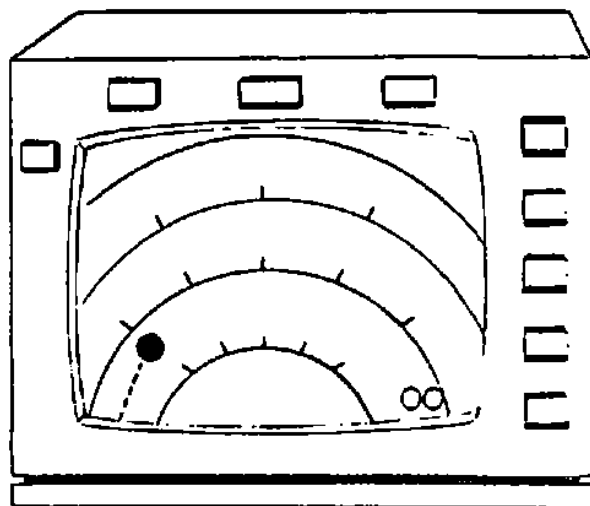


Figure 11: Artists' reconstruction of captain's sketch of how object appeared on aircraft radar

military aircraft on some mission. One might be tempted to accept the captain's initial identification of these lights as military aircraft if it weren't for the fact that only about 15 minutes later the ROCC told the AARTCC that there were no military aircraft in the area around the JAL flight.

Then, according to the captain, the lights which were initially below and to the left moved rapidly to a location nearly in the front of, and quite close to, the jet where the whole crew could see them. If he is correct that the lights moved abruptly in front of his aircraft, then, of course, military aircraft are ruled out.

The multiple-witness sighting of the arrays of lights seems inexplicable. The sighting cannot have been a hallucination by the whole crew. The lights could not have been stars or planets. These stars and planets were visible before the "ships" appeared in front of the plane and were still visible after the "ships" had moved away. There is no natural phenomenon that can account for the rectangular arrangement of lights in horizontal rows, for the occasional sparking, for the vertical rectangular dark space between the rows, for the reorientation of the pairs of arrays from one above the other to one beside the other, for the heat which the captain felt on his face, and so on. The action of ground lights or moonlight on clouds would create rather blobby dim light shapes that would be generally whitish in color, not distinct point-like lights that resemble the exhaust ports of a rocket. The only conventional light sources available to account for this part of the sighting are stars, planets, the moon and distant city lights on the ground. It seems inconceivable that these sources, separately or together, could explain the arrays of lights reported by the crew.

The third part of the sighting occurred after the "ships" had departed and the captain and crew could see only two dim pale white lights at the left at the same time that they picked up an echo on the airplane radar. Although it is remotely possible that the radar could have had a temporary (self-repairing) failure which "created" an echo, it seems much more likely that there was some object out there. The captain claimed that the radar tilt control was set to horizontal. This would imply that the radar target, at a distance of seven or eight miles, was at a considerable altitude above the ground. Even if the radar tilt were not exactly horizontal but were tilted down somewhat, the detection would imply that the object was at a large distance above the ground. For example, an object at a depression angle of 10° and eight nm distant would be about 8600 feet lower than the plane, or at an altitude of about 26,000 feet. Even at a depression angle of 20°, which surely would have been noticeable to the captain, the altitude would have been about 17,000 feet above ground. Thus it appears that the radar did detect something beside the plane about eight nm away and high above the ground.

The fourth part is basically a single-witness sighting after the "mother-ship" lights drifted so far back to the left that the other crew members couldn't see them. This part includes the discovery by the captain of a "gigantic spaceship" and the subsequent claim that this spaceship followed the plane around the 360° turn and then disappeared as the plane flew south before the UA jet got close enough to see it. Of course, if the captain's drawing of the object or phenomenon is correct, then there is no conventional explanation. But in view of the difficulty of seeing this thing and in view of the fact that the captain had already been confronted by two "spaceships" almost in front of his jet, it seems at least plausible that he may have misinterpreted oddly lighted clouds which the crew had reported to be below the aircraft. Although the several ground radar returns

behind the jet were intriguing, the failure of the radar to show a continuous track of some unknown primary target makes the radar confirmation ambiguous at best. Therefore it seems that, at the very least, the last portion of the sighting is not so convincing as the earlier portions.

Even if one arbitrarily ignores that latter part of the "Fantastic Flight of JAL1628" one is still left with an intriguing sighting of the two "ships" which paced the aircraft. It seems, then, that the JAL1628 was accompanied during part of its flight by at least two TRUFOS (True UFOs).

## Postscript

On January 11, 1987, Capt. Terauchi had another sighting over Alaska. Unlike the November 17 sighting, he passed over these "irregular pulsating lights." He reported his sighting to the AARTCC. When he was interviewed after landing in Anchorage he said that he thought he saw village lights that had been obscured by ice crystals in the atmosphere. The FAA "agrees with the Captain that the phenomena was most likely caused by ice crystals."<sup>(14)</sup>

On January 29, an Alaska Air Lines jet flying from Nome to Anchorage reported to the AARTCC "the sighting of unidentified air traffic on their onboard weather radar system." The crew reported, upon landing, that it had picked up a very rapidly moving radar echo which indicated that some object was moving at about five miles per second, which corresponds to 18,000 mph. It crossed in front of them. There was no visual sighting in this case in spite of the clear flying weather at 35,000 feet. The radar detection has not been explained.<sup>(15)</sup>

## Bibliography and footnotes

- (1) Interview of Capt. Kenju Terauchi, January 2, 1987. During the interview Capt. Terauchi reported two previous UFO sightings. About five years before the present sighting he saw a "mother-ship" shortly after taking off from Taipei, south of Formosa, but it was "so weird I ignored it." Then he saw, from his home during the daytime, bright lights that continued for about ten minutes. This was, however, the first sighting of unidentified phenomena by the other two crew members. As reported in the text, in January 1987 Capt. Terauchi also had a sighting which he reported and then explained. (Federal Aviation Administration file on the JAL 1628 sighting.)
- (2) Written testimony of Capt. Kenju Terauchi as received by the FAA on January 2, 1987. A comparison of the transcript of the conversations with the air traffic controller (ref. 4 below) with

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Terauchi's testimony shows that, a month and a half after the sighting, he recalled the individual events quite, but not perfectly, accurately and that he confused the order of some of the events. The order of the events as presented in Terauchi's testimony has been modified somewhat in this presentation to make them agree with the order found on the air traffic control tape. (Terauchi's testimony is taken from the English translation of the Japanese original as found in the FAA file on the JAL 1628 sightings.)

(3) Flight path as reconstructed from the radar data package supplied by the FAA (FAA file on the JAL 1628 sighting).

(4) Information obtained from the tape recording of the communications between the airplane and the Air Route Traffic Control Center (ARTCC) (FAA file on the JAL 1628 sighting).

(5) Writing somewhat more than a month after the event, the pilot recalled<sup>(2)</sup> that the plane first communicated with Anchorage at 5:05 P.M. He correctly recalled that the plane was asked to fly directly to Talkeetna and then take air route J-125 to Anchorage.

(6) The order of events as presented here follows the order in the AARTCC transcript (ref. 11). The order of presentation in the captain's written testimony is somewhat different. It appears that he accurately recalled most of the events which make up the total sighting, but he did not always present them in the proper order. His presentation seems to jump forward and back in time occasionally. The order of events as presented here seems, to this author at least, to be the most consistent with the testimony of the copilot and the flight engineer and with the AARTCC transcript. It should be noted that the lights were first seen by the captain in a location to the left and below the plane where neither the copilot nor flight engineer would be likely to look. Whether or not the captain mentioned them

at that time is not known. But all three witnesses recalled seeing the lights remaining in front and somewhat to the left of the aircraft for a number of minutes and then seeing the lights return to the left side as far back as the nine o'clock position. After the lights dropped back farther than that, only the pilot was easily able to see them because of his position on the left side of the plane. Thus the sighting was basically a single witness sighting at the beginning and the end and a multiple witness sighting in the middle.

(7) Notes made by Special Agents Jack Wright, James Derry and Ronald Mickle after the crew was interviewed just after the plane landed at Anchorage on November 17 (FAA file on the JAL 1628 sighting).

(8) Interview of Capt. Kenju Terauchi by Dr. Richard Haines (private communication).

(9) Information found in the January 5, 1987, interview of Copilot Takanori Tamefuji. The difficulty in communicating through an interpreter is evident in the transcript of this interview. At one point the interviewer asked Tamefuji, referring to the arrays of lights ahead and to the left, "And you could distinguish these lights [sic] as being different from the stars...?" Tamefuji's response is transcribed as "NNNooo.....," which some might interpret as meaning that Tamefuji couldn't distinguish the lights from stars. But the interviewer immediately continued "...from the stars?" to which Tamefuji replied, "Different is fine." Subsequently Tamefuji made it quite clear that the lights were very different from stars (FAA file on the JAL 1628 sighting).

(10) Information found in the January 15, 1987, interview of the flight engineer, Yoshio Tsukuba (FAA file on the JAL 1628 sighting).

(11) Transcript of the conversations between the airplane and the

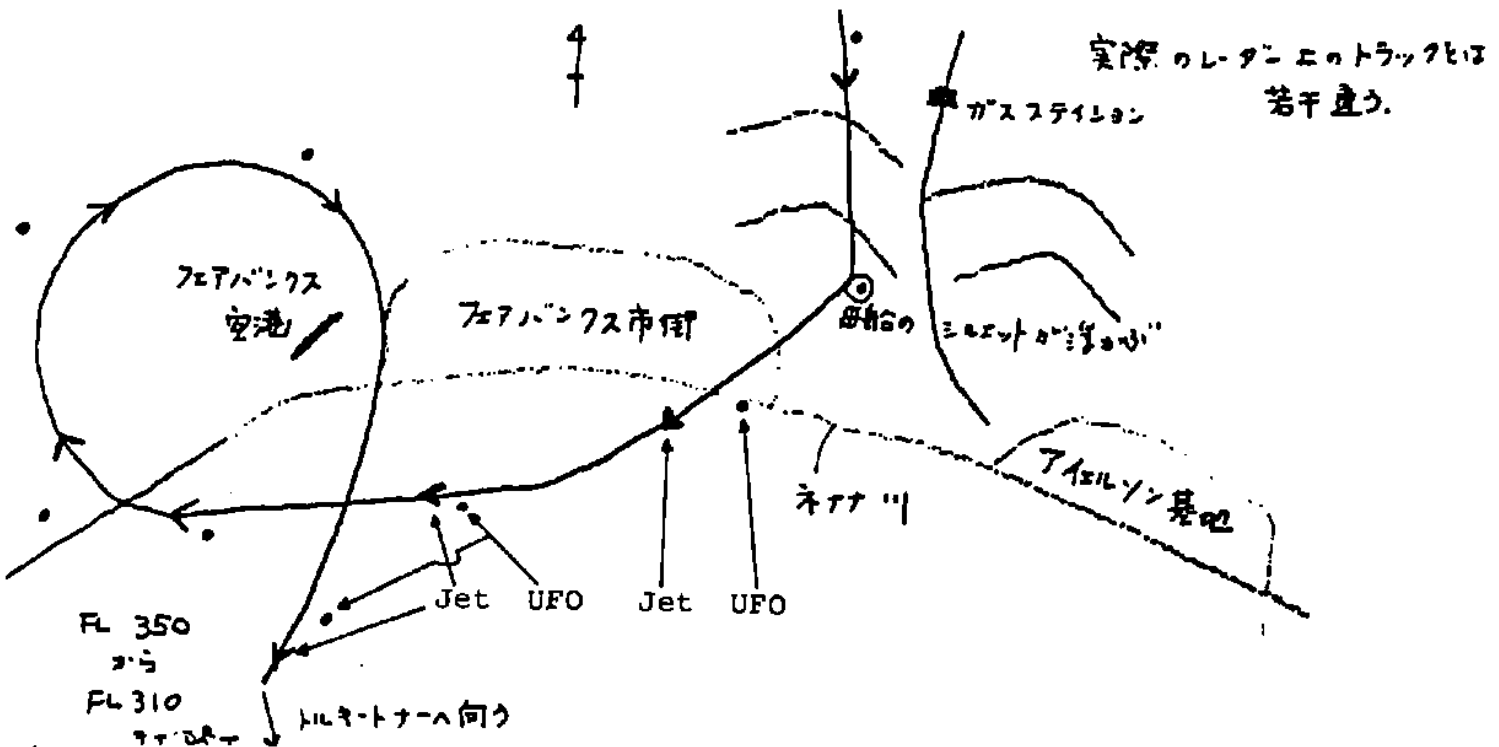


Figure 12: Capt. Terauchi's event map

AARTCC and between the AARTCC and the Air Force Regional Operations Command Center (ROCC) (FAA file on the JAL 1628 sighting).

(12) Interview with Capt. Terauchi published in *People* magazine, January 26, 1987.

(13) Personal statement by Carl Henley of the AARTCC, released by the FAA office on December 29, 1986.

(14) "FAA Releases Documents on Reported UFO Sighting Last November" by Paul Steucke, Office of Public Affairs, Alaskan Region, Federal Aviation Administration, U.S. Department of Transport (March 5, 1987).

(15) "UFO Mystery Solved," a press release by the Committee for Scientific Investigation of the Paranormal (CSICOP), January 22, 1987 (Buffalo, New York).

(16) This investigation of the JAL sighting was supported by the Fund for UFO Research.

(17) Klass no longer believes that Jupiter and Mars can explain the arrays of lights that appeared in front of the jet. According to a letter written by Klass, "A revised press release was issued at CSICOP's conference in Pasadena in late April, which indicates that I now believe the 'jet/rocket-engine' type UFO initially reported by Terauchi was a reflection of the full moon, almost directly behind the JAL, and at an elevation of about 12 degrees bouncing off the spot clouds that he reported to be ahead and at or just below his own altitude (see transcript at 0222:16)." If Klass had read farther in the transcript, he would have found that Tamefuji actually reported, at 0223:05 or 5:23:05 P.M., that the clouds were below the altitude of the plane. There was some confusion at this point in the transcript because of interference with the transmission of signals. See the text for a more complete description.

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## We're Going to Ruin the Ending: The Split-Radar Returns Did It

By KEN WELLS

Staff Reporter of THE WALL STREET JOURNAL

Publishers who sell paperback mysteries for \$2.98 may be envious of the Federal Aviation Administration's regional office in Anchorage, Alaska. The office is offering a pricey mystery that's drawing a lot of attention—a \$194.30 unbound collection of reports dealing with the celebrated sighting of a UFO by a Japan Air Lines pilot over the Arctic Ocean last Nov. 17.

"We've sold 50 complete packages so far," and received about 300 orders for portions, says Paul Steucke, an FAA spokesman in Anchorage.

### Glossy Color Photos

In consideration of UFO-watchers whose resources aren't astronomical, the agency will sell separately any of the 20 items in the collection. These include a \$50 cassette recording of the conversation between flight controllers and the JAL crew during the 50-minute encounter, and a \$56 set of glossy color photos of radar readouts. The prices are based on the cost of reproducing the materials.

Orders continue to roll in despite the FAA's conclusion—in a separate report that costs nothing—that it couldn't substantiate the sighting. Its technical experts in Atlantic City, N.J., said blips on a radar screen that appeared to confirm an object

in the vicinity of the JAL jet were actually "split-radar returns"—shadows of the plane's primary echo.

The conclusion was bolstered, says Mr. Steucke, by a report of a United Airlines pilot who, at the request of Anchorage flight controllers, flew near the path of the JAL jet at the time of the mysterious radar readings. He saw no other aircraft.

The FAA normally doesn't get into either the UFO or the publishing business. But it investigated this incident because an aircraft might have ventured unreported into the airspace of the JAL cargo carrier, which was en route from Iceland to Anchorage, Mr. Steucke says.

### A Pilot's View

And though the agency routinely makes certain reports available, it has been as mystified by the demand for its costly documents as some people are by the sighting itself. But the graphic testimony of Kenju Terauchi, the JAL pilot who reported the sighting, probably hasn't hurt sales.

He told the FAA immediately after the incident that he had been followed by two strands of lights, pulsating with amber glows, and a huge craft that appeared to be a "mother ship." He later said the large UFO was the "size of two battleships" and appeared to be made by "a very high technology and intelligence."

Wall Street Journal, March 12, 1987

# Isolated Alaskan Radar Provides Missile Warning, Space Track Data

CRAIG COVAULT/CLEAR AIR FORCE STATION, ALASKA

The isolated U. S. Air Force ballistic missile early warning system site here is providing a manned attack warning spacecraft, and daily satellite tracking data to USAF Space Command.

The Clear AFS BMEWS site is under the direct control of the North American Aerospace Defense Command and the USAF Space Command, and is supported by the Alaskan Air Command.

The 11,000-acre Clear site is located on the northwestern flank of the Alaska Range, about 80 mi. southwest of Fairbanks. Considered an isolated duty station, it is operated by 450 personnel.

The radar site is one of only a few facilities in the world where USAF and Canadian Forces controllers sit and actually watch radar screens to assess any potential ballistic missile attack against North America.

The Clear radar data would help validate missile attack data from other, more automated sources, such as the USAF Defense Support Program's infrared missile warning satellites in geosynchronous orbit.

"The public wants a man in the loop for confidence in warning against attack, instead of just having a computer say something is happening," Lt. Col. James C. Phillips, outgoing commander of the 13th Missile Warning Sqdn. here, said. "Clear provides that manned backup." Lt. Col. Timothy McMahon is taking over command of the site.

While Clear's three 106-ft.-tall, 400-ft.-

wide antennas search for Soviet and Chinese ballistic missiles, the most immediate threat to the BMEWS facility here comes from reduced U. S. defense budgets and the sites' aging equipment. The Federal Electric Services, Inc. (FSI) Div. of ITT, which manages the Clear site, recently won a new three-year contract for management of the facility. A key element of the FSI proposal was implementation of a new manpower plan to reduce costs by \$3 million per year.



The cost-savings plan was important not only for FSI's contract win over Raytheon, but also in helping to keep the site open as a cost-effective operation, according to Alan G. Dion, FSI site manager.

Several USAF officers said the Clear site is an important element in U. S. strategic deterrence, even though it is 25 years old.

Its radars throw beams deep into the USSR. This extra element in warning capability directly deters an attack, officers here said.

The facility went into operation in about 1962, along with similar BMEWS sites at Thule, Greenland, and Fylingdales, England. The Thule site was upgraded to a phased array radar several years ago, and the Fylingdales site is about to be upgraded.

Depending upon future defense budget and operational decisions involving arms treaties between the U. S. and Soviet Union, the Clear site could be given a phased array upgrade in about four years.

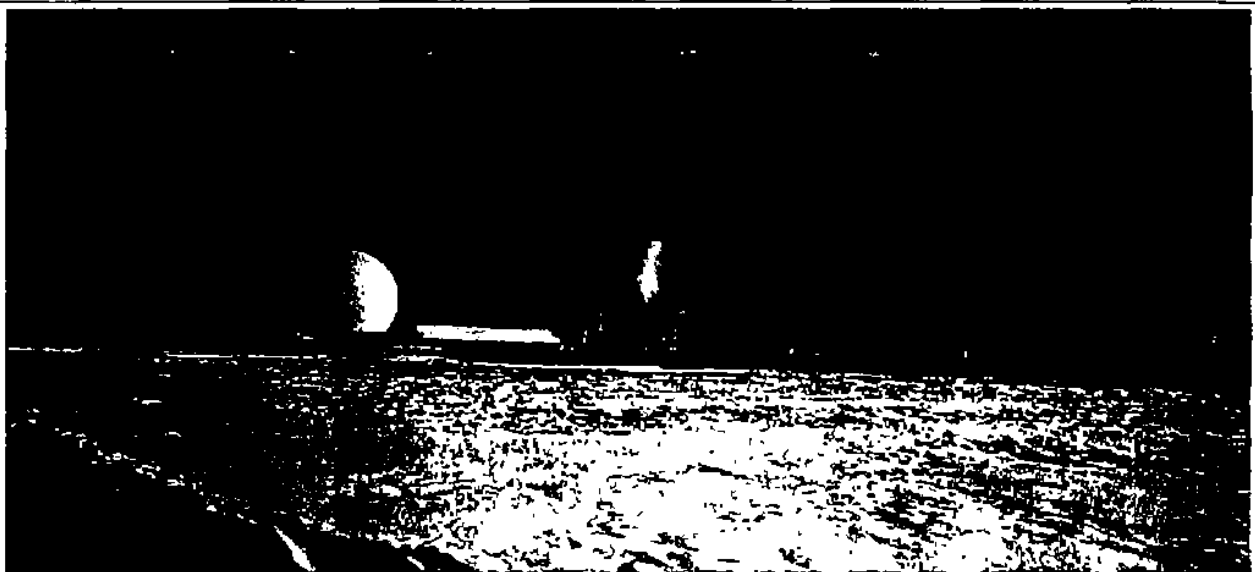
The site functions like a small town, with its own coal-fired electrical power plant and numerous recreational facilities.

The manning is divided among 125 uniformed Air Force personnel, 75 civil service personnel and 250 contractor personnel. Of these, about 80 mission-critical personnel are on duty 24 hr. a day and directly involved in ballistic missile warning and space track observations.

Clear's radars send a 2,500-3,000-mile-long radar fence into the Soviet Union and toward China.

During a missile attack, tracking data from the site would show the latitude and longitude from which a missile was launched, and also predict the U. S. impact point within about 2 mi. This attack assessment data would be important in determining a U. S. military response.

In addition to missile warning and attack assessment, the site provides extensive space track data to USAF Space Command. USAF personnel here fall under management of the 1st Space Wing,



Two of three 106-ft.-tall, 400-ft.-wide ballistic missile early warning radars sit near the large, round dome housing an 84-ft tracking radar at Clear AFS, Alaska. The radars scan 120 deg. of azimuth to detect Soviet and Chinese ballistic missiles. The tracking radar also provides space track data.



## ALASKAN AIR COMMAND—PART 7

Canadian controller who had the primary responsibility of verifying the accuracy of any missile warning data that might appear. The controllers must adjust their radars to prevent interference from the Moon and Earth's aurora, according to Capt. Scott Shepherd, chief of standardization/evaluation here.

Display boards on the walls showed system status and data on simulated incoming missiles.

### DAILY EXERCISES

The crews normally run three exercises a day to maintain their proficiency, and in an exercise observed by this editor, the team handled multiple system failures and a missile raid against the U. S.

The exercise opened with the malfunction of a full transmitter building feeding the Sector-1 radar watching China and Sector-2, covering the central USSR. The combat crew worked with contractor personnel to switch to another transmitter building that would feed both the Sector-2 and Sector-3 fans covering the USSR. They also had a 2-min. time limit in which to simulate configuring the 84-ft. dish antenna as a backup to watch the Chinese sector. The move was accomplished within 1 min.

The Sector-3 radar then registered a scanner problem that killed its monitoring

capability. Since monitoring the USSR is a higher priority than monitoring China, the crew simulated commanding the dish antenna from its role of backup monitoring of China to backing up Sector-3 monitoring of the Soviet Union.

The crew commander also simulated calling the NORAD missile warning center to tell it that a malfunction had occurred and what was being done about it.

The crew simulated the clearing of interference off their screens. Snowmobiles running in the area around the site will sometimes cause such interference, forcing security police to ask the drivers of those vehicles to leave.

After the malfunction training was complete, the team simulated a missile attack.

A large group of radar targets began moving through the lower beams on fans covering all three regions.

"Mass targets in No. 3 lower," the Sector-3 controller, Senior Airman Tena Buffington called out. Within 5 sec., the targets had disappeared.

A few seconds later the same targets appeared again in the upper beams of the fans and more targets appeared in the Sector-2 lower fan. This indicated a multiple ICBM raid from both China and the Soviet Union was under way, and the missiles were climbing out of the lower beam

into the upper beam in a trajectory toward the U. S.

At about 45 sec. into the run, the display boards showed six unknown objects, and at about 1 min. into the run the first launch and impact point locations began to be printed out in the room.

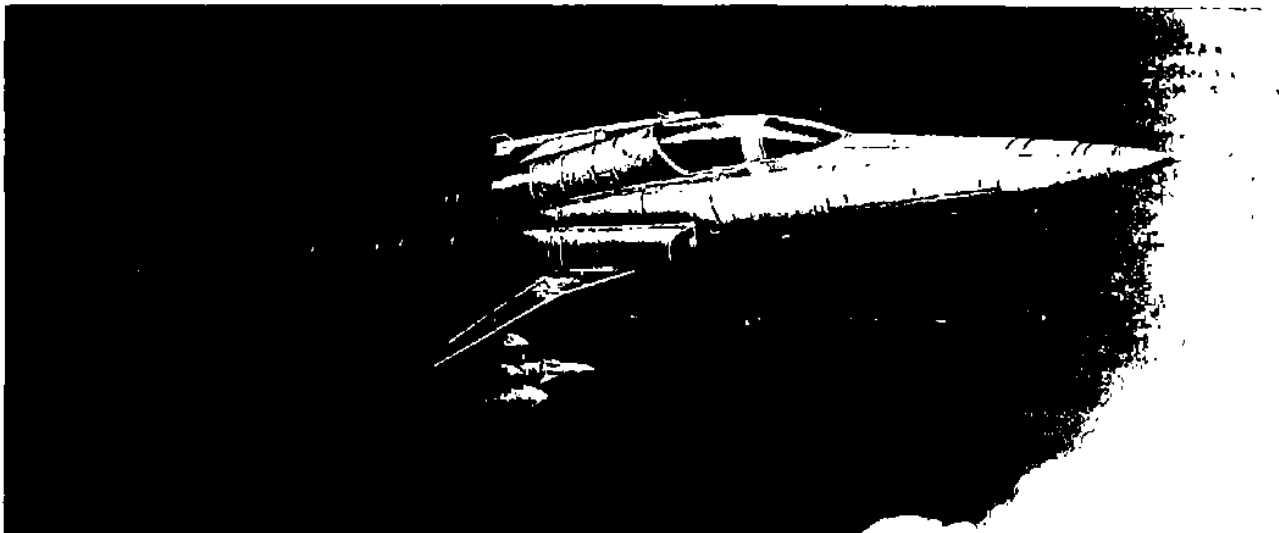
The crew commander began talking with the Missile Warning Center at Colorado Springs while the deputy commander called the contractor consoles to verify the validity of the data. The contractor engineers determined the data was not valid and the exercise was terminated.

Electrical power for the entire radar site is generated by a large power plant adjacent to the tracker antenna.

### GOOD FOR FISHING

The site can generate up to 22.5 megawatts, but normally runs at 7.8 to 9.6 megawatts. About 90% of that is used to power the radars, with the rest used for housing and utilities.

The missile warning operations here are also good for the local fishing. Water that is used to cool the radar Klystron tubes is channeled to an Alaskan Fish and Game Dept. fish hatchery adjacent to the radars. The hatchery uses the warmed water to grow thousands of trout and other fish for release in Alaskan streams. □



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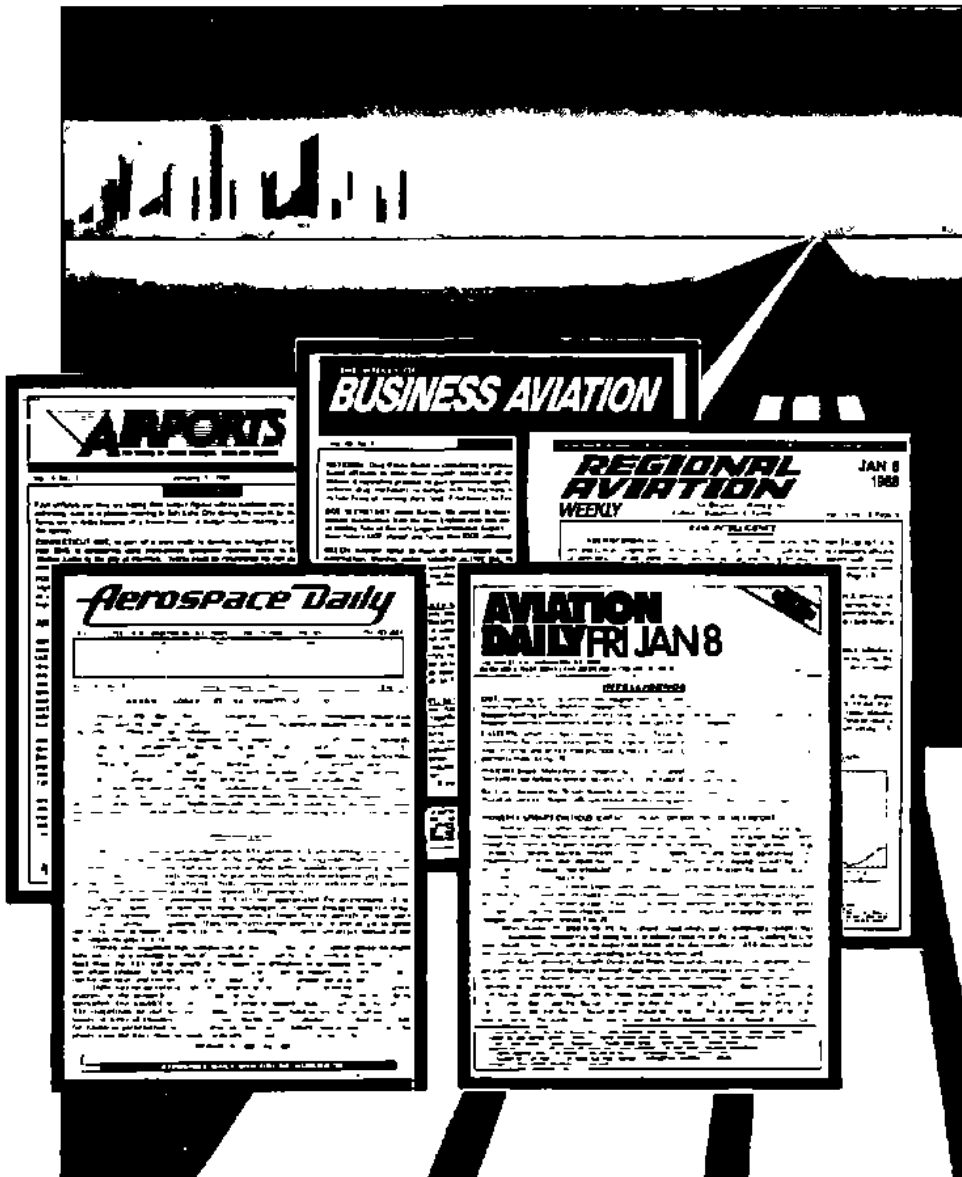
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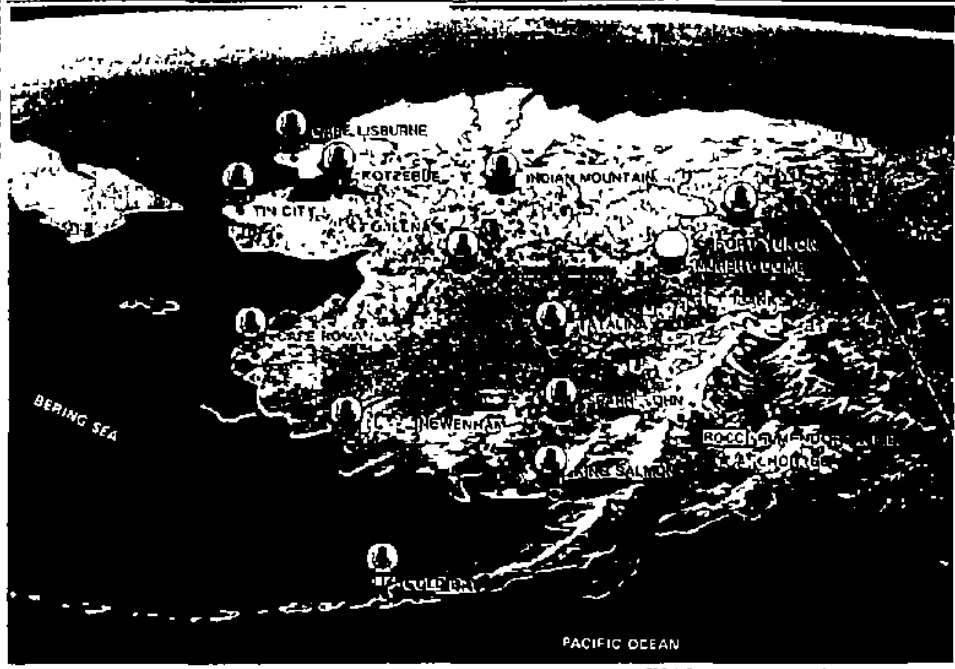
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# Airborne Intercepts Bolstered With New Radar Data Links

CRANE COWARD / ANCHORAGE



Map shows positioning of Alaskan Air Command radars that have just been upgraded with long-range FPS-117 systems under the Seeh Iqloo program.

Control of U.S. fighter and surveillance aircraft monitoring Soviet activity in the Alaskan Arctic and North Pacific is being improved with the addition of new airborne radar data links here to the North American Aerospace Defense Command's air defense center.

Significant improvements to Alaskan Air Command ground-based radar and communications facilities also have been made.

The NORAD Region Operations Control Center (ROCC) at Elmendorf AFB is about to be upgraded, enabling it to receive real-time data transmissions from Boeing E-3 AWACS aircraft operating in the far reaches of the Alaskan Arctic and North Pacific. This will give the surveillance and weapons control officers in the ROCC at Anchorage the same radar image available on the AWACS.

The upgrade will enhance control of Alaskan Air Command F-15 intercepts of Soviet Bear bombers at increasing distances—a primary objective because of the growing range of cruise missiles car-

ried by the bombers. It also will be useful in providing time-critical information to ROCC commanders on future Blackjack bomber intercept missions, which could occur at higher speeds and at ranges far outside that of ground-based radar.

The data link will furnish more real-time information to the full NORAD bat-

*The control facility is designated 'Top ROCC,' a reference to its location near the top of the world.*

tle staffs at Elmendorf and NORAD headquarters, the latter of which is based within Cheyenne Mt., Colorado Springs, Colo.

The ROCC is in charge of all air intercept activity here. Without the E-3 link, it has had access only to real-time data ex-

tending to about 200 mi. from the coast. This is the maximum range of Alaska's ground-based radars.

The control facility is designated "Top ROCC," a reference to its location near the top of the world. It is in charge of U.S. air sovereignty and radar surveillance in an arc extending north and westward that roughly follows Alaska's border with Canada.

The ROCC/AWACS data link capabilities are scheduled to be operational later this year. Until then, intercepts involving the E-3 will continue to use a "voice tell" technique to keep the radar plots in the ROCC updated on the course of the aircraft being tracked.

This involves the E-3 controller frequently telling the ROCC controller the location and direction of the target aircraft. That information is manually entered into the ROCC's radar scopes to provide data on what is beyond the range of the ground-based radars.

In addition to the new E-3 links, Alaskan Air Command has improved commu-

WACT —

Probably will make a good slide, but I couldn't see <sup>it</sup> reproducing in the Journal very well, plus Schuessler's text was very short, plus this is Klass's old magazine and I didn't want to give him the chance to raise any stink!

—Dennis

pilots, and they have instilled in them a large devotion to duty. He said neither of the other two crew members would have even suggested getting up to look. They would just continue monitoring their systems. Lear said an atomic bomb could've gone off out there, but the other two probably still would have waited to have a look until the captain told them to.

## RADAR

7) Concerning the two smaller objects not appearing on radar; they were probably too small, but most likely their curved cylindrical shapes represent those inherent to radar-foiling "Stealth" technology. Essentially, sharp edges, flat surfaces, and especially hot engine exhausts cause strong radar returns while curved surfaces do not. The giant UFO simply was too big to not show up at least periodically on the FAA, USAF, and 747 radars. The globe shape with no visible hot exhausts made it difficult to reflect radar beams. Together with modern radar-absorbent materials, the prospect of a strong radar image is made even more difficult. The transcripts also stated the color weather radar onboard the 747 showed the huge globe in green, symbolic of the weakest kind of reflection. Red would be the strongest.



Weather radar operates on a longer wavelength than air traffic control radar. Consequently, it doesn't have the capability of showing up ordinary-sized aircraft. Its function is to show large cloud masses in order to avoid rough weather enroute. Only those objects as large as a cloud would show up, aircraft carrier-sized, stealth-shaped flying objects certainly being roughly of cloud size. If 747's carried air traffic-type radar systems capable of detecting small aircraft, we would already have the often-in-the-news elusive "collision avoidance system", only in the initial stages of experimentation. They only carry weather radars.

8) Klass claimed the reason for the radar image on the 747's scope was the radar refracted off one of the big

mountains below. Naturally most people know Alaska is full of tall mountains, including North America's tallest, Mt. McKinley at over 17,000 feet above sea level, so that explanation sounds logical. However, plotting the JAL 747's course over a Sectional Aeronautical Chart showing contoured terrain reveals the majority of the terrain below the 747 during the time of its sighting is low. The only mountain range crossed was about a hundred miles northeast of Fairbanks whose highest peaks rose to 5000 feet above sea level. Subtracting off the ground elevation left highest peaks only in the area of 4000 feet above ground level; hardly tall enough to have an effect on the 747's radar and clearly an explanation that stretches it badly.

9) I also read a newsclip quoting Paul Steucke, FAA Administrator, as saying he had gotten several letters advising the FAA how to scientifically interrogate the pilots, but he said he wasn't going to ask any scientific questions; that it wasn't FAA's responsibility to probe any further. It seems incredible to admit to the press that they weren't going to make an attempt to ask any really meaningful questions.

I have tried to bring out only points I have not yet seen in print, with emphasis on refuting public statements made by Philip Klass.

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# KLASS CONCERNS

By Budd Hopkins

**Budd Hopkins, a leading researcher in UFO abductions, is the author of *Missing Time and Intruders*.**

Dear colleagues: At some time in the past each of us has probably had the misfortune of encountering one or two UFO investigators who were simply incompetent — ill-informed, filled with zany preconceptions, laden with theory, unable to read the evidence correctly. And when this has happened

we have, I hope, done the only thing that these circumstances demand — we have avoided that individual, refusing to allow ourselves to become entangled in any way. It should be clear to everyone by now that Philip Klass is such a man — an incompetent investigator. We must recognize that fact and from now on decline to cooperate with him in any way.

Klass has announced that he is writing a book on UFO abductions. Without any doubt a subject as

complex as this demands thorough investigation, probing, face-to-face interviews, psychological testing and so on. In this arena an author will inevitably be judged by his investigatory methods, not his opinions. Now, a few months ago I appeared on the Oprah Winfrey television program with two women abductees, both of whom are intelligent people of good will. Philip Klass also appeared on this program, a circumstance which provided him with a perfect opportunity to research his

book by interviewing the two abductees. I was stunned when he made no attempt to do so either during or after the show. A woman in the audience stood up and began to recount her abduction experience, thereby providing our author with yet another opportunity for an interview after the program. He declined to do so and instead told the woman this: "Speak to Budd Hopkins." The implication was unmistakable: Hopkins might actually interview people making this sort of claim, but he, Philip Klass, would surely not waste his time doing so.

During the recent MUFON conference in Washington, D.C., Klass observed the panel on abductions and photographed each of the abductees as he or she spoke. One of these was "Kathie Davis," the central figure in my book *Intruders*, a work which Klass has said he is attempting to refute. Yet after the panel and for the entire next day he avoided asking so much as one question of Kathie or any of the other abductees who had spoken. So far as I know Klass has never conducted a single face-to-face investigative interview with any abductee, the individuals about whom he plans to write with authority.

### KLASSICAL METHODOLOGY

His methods of investigation, however, are clear. He easily "solved" the Frederick Valentich disappearance over Australia's Bass Strait by simply announcing to Dr. Richard Haines, the leading authority on the case, that Valentich must have been a dope dealer who concocted his own disappearance and then stole the aircraft!

Now Klass, so far as I know, never visited Australia. He never met or interviewed any of Valentich's family, teachers or colleagues, never, apparently, acquired any first-hand knowledge of the event before pronouncing such a scandalous "solution". There is precisely the same amount of evidence that Philip Klass is, say, a child molester, as there is that Frederick Valentich is a drug smuggler — namely, none whatsoever. My analogy, of course, is designed to underline the gratuitous cruelty of such

off-the-cuff theorizing.

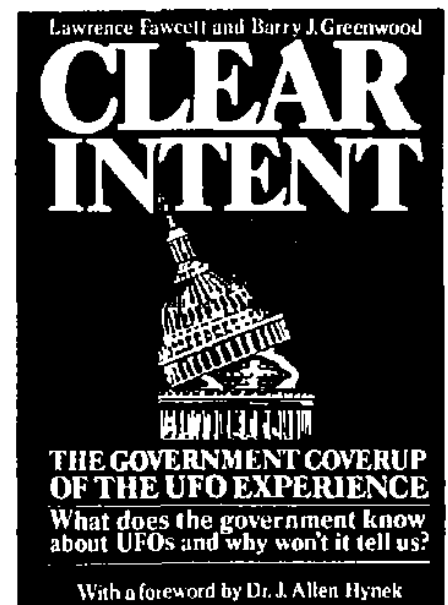
For investigator Klass, interviews with men and women reporting abduction experiences are obviously irrelevant to a book on abduction experiences. The answer comes first, ready-made: since UFOs don't exist, UFO abductions can't exist either. Why bother looking into the reports when it is so much easier just to write a book denouncing them? According to Philip Klass anyone reporting such an experience is by definition either a liar or somehow mentally disturbed, so why trouble oneself by conducting an inquiry?

If these points illustrate Klass's "investigative methods" and his ethical sensitivities, another well-known incident reveals his sense of fair play. When the University of Nebraska hosted a conference on unexplained phenomena in 1983, Klass phoned Robert Mortenson, the University's Director of Conferences and Institutes. According to Mr. Mortenson, Klass stated that many UFO investigators believed the U.S. government was not telling the truth about the UFO phenomenon. Therefore, Klass went on, by promulgating distrust of the U.S. government, UFO investigators were lending support to the Communist movement! Klass's despicable tactic is vintage McCarthyism, but apparently effective; The University of Nebraska had declined to host any more such conferences.

### SOLUTION

The solution to our problem is now self-evident. Klass must be treated the way one treats any other grossly incompetent investigator. He must be totally ignored. The day after the Washington conference I made the decision that I will never again receive his phone calls and I will return his letters unopened. I will not appear with him on any television or radio program. I will simply treat him as someone with no competence to speak about UFO investigations. The sad truth is that Philip Klass is to UFO research as Lyndon LaRouche is to political discourse. Conspiracy-theorists, whose strange ideas are set in cement, just cannot be dealt with.

As a corollary, I would like to suggest to the many objective, non-fanatic, gentlemanly members of CSICOP that I will be pleased to talk to those among your membership who are genuinely interested in investigating the UFO abduction phenomenon, no matter what your preliminary hypotheses. Surely the majority of your members must disavow Philip Klass's behavior as strongly as we, from another point of view, would disclaim such unethical and mindless fanaticism emanating from one of our own. All of us, from whatever point of view, should welcome fair criticism and careful, knowledgeable investigation — and condemn bigotry and intellectual intimidation wherever it occurs.



the correct format of "an authentic Truman letter" which, according to Klass, would contain the name and address of the recipient in the lower left corner.

The document, however, is not a "letter" but an executive memorandum, the style and format of which, according to one expert who claims to have handled virtually all of the unclassified and declassified Executive Orders from that era, "looks absolutely authentic." Indeed, *nothing* about this document suggests that it is not authentic—including the date of the memorandum and the typeface used. Moore, Friedman and Shandera say they have strong additional evidence concerning the authenticity of this memorandum and will publish it at a later date.

A third item the debunkers attempt to explain away is the seven-page "Top Secret Eyes Only" Eisenhower briefing paper to which the Truman document was attached. Klass claims that it describes a 1947 UFO crash in New Mexico as if Eisenhower had never heard of it. That judgment cannot be reached on the basis of the data in the document, especially if, as was the case, the primary custody of these materials resided with the Office of the President. Even if Eisenhower had been informed of the crash, he would not have known all the details. Eisenhower had already made a public announcement (with presidential approval) in June 1947 (prior to the alleged crash/retrieval) that he would assume the presidency of Columbia University around the end of the year. The named members of the Majestic 12 group were all high-ranking scientists, intelligence officers, and technology experts. There is no reason at all why General Eisenhower, despite his many military achievements, would have been considered for membership in such a group. To suggest that the document is "phony" on this basis, instead of the basis of any mistaken information in it (of which there is none), is to engage, at the very least, in conclusion-jumping.

### ROSWELL INCIDENT

The CSICOP press release also

does not mention the detailed investigation conducted well before this document was either received in December 1984 or released. (The documents were sent anonymously to Shandera on 35mm film.) This effort by Friedman and Moore established, on the basis of interviews with nearly 100 different persons coupled with extensive travel, documentation and other legwork, that an unknown object with extraordinary characteristics had crashed outside Roswell, New Mexico, in July 1947; that an announcement to this effect was made by the government; that a cover-up was instigated within 24 hours of that announcement; that alien bodies were found; that material was sent to Wright Field in Ohio for analysis; and that civilians were debriefed and warned to change their stories to conform to official pronouncements.

Five individuals involved in the Roswell event, including the Air Force officer who led the original retrieval, have testified that strange symbols were attached to portions of the crashed vehicle. These symbols are mentioned in the MJ-12 document. Klass does not mention that the 12 persons named as members of Majestic Twelve all had high-level security clearances and close interlocking of past activities.

In summary, none of the many questions raised thus far concerning the alleged Eisenhower briefing papers and accompanying documents leads inevitably to the conclusion that they are counterfeits. At least one former U.S. senator (and presidential candidate), Barry Goldwater of Arizona, has stated on the record that when he attempted to find out the truth about UFOs, he was "denied this request" and that the matter "is still classified above Top Secret." The senator said he had heard that a plan was underway to "release some, if not all, of this material in the near future."

Mark Rodeghier, scientific director of the J. Allen Hynek Center for UFO Studies, made the following statement about ten MJ-12 documents: "The Center for UFO Studies has not yet concluded that the documents from Moore and his colleagues are either authentic papers or a clever hoax. We,

in fact, are currently seeking an independent, unbiased, investigation of the documents' authenticity. We do claim, however, that no evidence (of which we are aware) exists that conclusively proves the documents to be false, and we encourage further investigation of these extraordinary papers."

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# JAL: KLAS DISPUTED

By Lindy Whitehurst

I have been looking into the claims made by Philip Klass and comparing them to the transcripts of the pilots and to the FAA reports on the Japan Air Lines flight 1628 over Alaska. The following represents what I have found and what I have not seen in print.

1) Klass claimed Jupiter and/or Mars were in the precise direction of the two bright UFO's at the time of the sighting. Using my computer programs to reconstruct the location of the sighting (Alaska latitude and longitudes), time, date, and directions of Jupiter and Mars, I have found large deviations from Klass's claims.

At the initial sighting of the UFO, the JAL flight was at Longitude 144 degrees West and Latitude 67 degrees North about 2:14 am GMT or 6:14 pm Alaska Standard Time. The pilot reported the UFOs at the 11 o'clock position while the 747 was on a course of 220 degrees southwesterly. The 11 o'clock position then places the UFO at an azimuth of 185 degrees (azimuth is measured from north at 0 degrees eastward with east being 90 degrees, south 180 degrees, and west 270 degrees). At that time, Jupiter was at Azimuth 141 degrees and Mars was at azimuth 159 degrees according to my computer program (program by Zephyr Services: oldest and most widely used amateur astronomer software).

This means Jupiter was 44 degrees away from the UFO in an eastwardly direction and Mars was 25.5 degrees eastwardly of the UFO, both being a significant difference. As the 747 did a 360 degree turn over Fairbanks, it took up a heading of 200 degrees toward Anchorage. The 747's last sighting of the UFO came at 2:51 am GMT or 6:51 pm Alaska time. The UFO was described in the 8 o'clock position which translates to an azimuth of 75 degrees. At that time Jupiter was at azimuth 144.5 degrees and Mars was at 163 degrees. Allowing for the course

change and the westwardly motion of the planets during the ensuing 37 minutes, Jupiter and Mars moved 3.5 degrees westwardly while the UFO moved 70 degrees eastwardly!

I saw many clippings from newspapers around the country accept Klass's Jupiter/Mars position claims without checking them out. Even the amateur astronomer magazine, "Astronomy," accepted the claim in a brief mention; examples of a gullible "take-it-at-face-value press" simply because Klass is a recognized quotable source.

2) The pilot described the two UFOs as of equal size and brightness. Jupiter at the time was at magnitude of -2.1 while Mars was +0.2 (each integer of magnitude represents a difference of 2.5 times in actual brightness, therefore the difference in brightness between the planets was 5.75 times, with Jupiter being the brighter of course.

3) If Jupiter and Mars were putting on such a show, why didn't the United flight and the C-130 pilots see it also? Both planets didn't set until several hours later. It would be an odd coincidence for such an unprecedented "natural" atmospheric show to end in the two or three short minutes between the last sighting by the 747 and the initial sighting of the 747 by United Air Lines flight 69.

4) Klass claimed the JAL pilots were seeing the UFO while the United pilots could see the entire volume of airspace around the JAL and saw no UFO. He failed to mention the JAL pilots claimed the big UFO vanished shortly before the United Air Lines came into range, which timing can be verified with the FAA transcripts sold to the general public.

## REFRACTION?

5) Some newspapers published the pilot's sketch showing the two objects with the numerous individual lights

arranged in rows and columns with a dark gap at each one's center, but most papers didn't. Klass claims Jupiter/Mars were at the right altitude to have been what the pilots saw as their UFOs. This intimates one or both of the planets refracted through the dense part of the atmosphere low on the horizon, causing them to appear to dance about, change colors and confuse the pilots. When stars and bright planets are near the horizon, this certainly happens, but they show up only as fuzzy, indistinct blobs.

The key here is that the atmosphere acts as a lens when bright objects are low to the horizon and diverges the light, with the turbulent atmosphere causing them to move about erratically. However, the atmosphere does not have a second lens to focus the image to show any kind of structure at all, such as the distinct rows and columns of lights. Just to be sure, I asked a number of members of the Houston Astronomical Society, all with over 20 years experience observing, photographing, building, and selling telescopes whether it was possible for any low-horizon bright object to show structure through the dense atmosphere. All agreed, it just isn't possible.

6) Klass comments that only the JAL captain saw the huge dark globe and not the other two crew members. The dark globe was visible only from the captain's window on the left side of the aircraft. It did not fly in front of the cockpit as the two smaller objects did. At the Washington, D.C. MUFON symposium, a few of us were asking airline captain John Lear about that. One guy said if he'd been up there, he would certainly have gotten up to lean over the captain's shoulder and look out his window. I was wondering about that, too.

Then John Lear told us we have to understand the oriental mind and their society's discipline. Those were JAL



# That UFO was just old Jupiter

By Henry Gordon  
Special to The Star

Like the Phoenix rising from the ashes, a major UFO sighting surfaces from time to time to titillate the imagination.

Last November a story out of Alaska grabbed headlines across the continent and received major television and radio network coverage for days. Capt. Kenjyu Terauchi, piloting a Japan Air Lines 747 en route to Anchorage, reported an Unidentified Flying Object following his aircraft. Indeed he claimed seeing three of them.

Media reports were quick to point out that unidentified blips were caught on radar screens, which would seem to have corroborated the reports of Terauchi, an experienced pilot, and his crew.

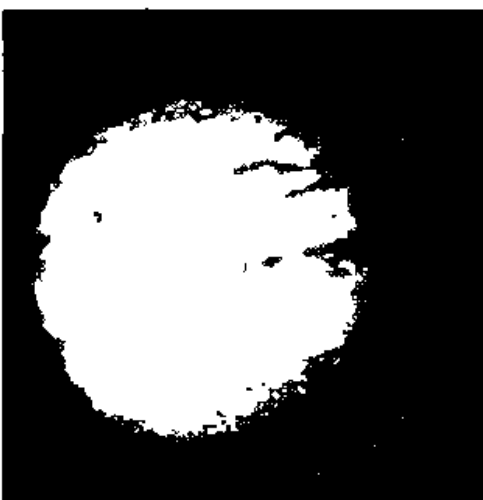
The story was resurrected recently in another Toronto Sunday paper with the author giving strong support to the probability of an extraterrestrial object having been sighted.

Well, he was right. But what he didn't say was that investigation had revealed a natural and prosaic explanation for the sighting: The extraterrestrial object was the planet Jupiter.

Phillip Klass, for many years a senior editor of Aviation Week And Space Technology magazine and one of the world's leading UFO investigators, went to great pains to investigate the Alaska claim. His conclusions make more sense than the speculation about flying saucers.

At the time of the UFO incident, the JAL airliner was flying south in twilight conditions, so that an extremely bright Jupiter was visible on the pilot's left, as reported. It was only 10 degrees above the horizon, which made it appear to be around the plane's altitude of 35,000 feet. Mars, not as bright, was slightly lower on the horizon,

## Sightings



**Jupiter:** Photographed by Voyager I spacecraft.

to the right of Jupiter.

The pilot never reported seeing these planets in his radio report to Federal Aviation Administration controllers at Anchorage. He just reported seeing a "white and yellow light."

Many of the colorful details of the incident, as carried by the news media, were based on six-week-old recollections of the pilot. Klass found that many of the details were contradicted by a transcript of the radio messages to FAA controllers while the incident was taking place. Evidently Terauchi had "forgotten" several important details which had a bearing on the solution of the case, and had "remembered" some details which did not occur — a common occurrence in eyewitness recountings.

For example, an important item omitted was that another airliner, United Airlights Flight 69, heading north to Fairbanks, was directed to the vicinity of Terauchi's Flight 1628 by radar controllers to see if it could spot the UFO.

At 4.48 p.m. Terauchi reported that the UFO was to his far left and about 16 km (10 miles) distant

(which was in the direction of Jupiter). At 4.50 p.m. the United pilot reported he could see JAL, but "I don't see anybody around him."

Another aircraft, a U.S. Air Force C-130 transport in the area, was directed to the vicinity. This crew, too, could spot no other object in that area.

Says Klass: "This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last."

In his interview with the media, Terauchi described seeing two small UFOs, in addition to a large one. The transcript reveals him reporting two lights, not three, and thereafter referring to only one in his radio report.

"My suspicions that this UFO might be a bright celestial body were prompted by the fact that the pilot reported seeing the object for many minutes," said Klass.

Another clue was that when Flight 1628 descended 4,000 feet, the UFO still appeared to be at the plane's altitude. At Jupiter's great distance this change in altitude would produce no apparent change in the planet's apparent altitude. This is the same effect one gets when watching the moon from a moving automobile. It always seems to be in the same place.

The claims of radar sightings are easily explained. Radars operating in mountainous terrain can receive spurious echoes when radar energy bouncing off an aircraft is reflected a second time from mountains. This is quite common. In addition, in this case a spurious echo appeared briefly behind the aircraft whereas the pilot reported the UFO was in front or to the left.

Shortly thereafter, while the pilot was still reporting a UFO, there were no further blips seen on the radar screens.

□ Henry Gordon is an international lecturer and broadcaster.

(8)  
**STANTON T. FRIEDMAN**  
**NUCLEAR PHYSICIST - LECTURER**

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FREDERICTON, NEW BRUNSWICK E3B 2V1  
CANADA

(506) 457-0232

PS I agree that the People  
Mag article re the JAL case was  
indeed poor!!

STF

JTF

Mr. James W. Moseley  
POB 1709  
Key West, FL 33041 USA

Feb. 14, 1987

Dear Jim:

Rarely has the intellectual bankruptcy of anti-ufology been more clearly demonstrated than with Phil Klass' explanation of the JAL UFO sighting as Jupiter and/or Mars. I spoke with the FAA, have read their report, collected other information and even viewed a slide of how Jupiter and Mars looked the night of the sighting. Some facts ignored by Phil include that the UFO was observed on the aircraft weather radar; That the ground radar observer observed the primary UFO over an extended period of time; that the primary UFO station kept with the 747 through an extended period of time and flight at different altitudes; that the drawings made by the crew immediately upon landing show an object with a large solid angle not a point object. Jupiter and Mars fail all of these tests. In addition the pilot has more than 10,000 hours as a pilot and has been flying polar routes for more than 2 years. To suggest that he is unfamiliar with the planets in skies which are usually quite clear during long winter nights is patently absurd.

Perhaps even more reprehensible is the fact that the pilot speaks rather poor English and is now stationed in Japan. Obviously he is not in a good position to sue Phil for the libelous or slanderous accusations which amount to suggesting total incompetence I would expect that Phil has not talked to the crew with or without an interpreter. It seems strange that Dick Haines a scientist with considerable professional experience concerning perceptual skills spoke to the pilot through an interpreter with a PhD for three hours and came away completely convinced that Jupiter and Mars could not explain the case. It reminds me of Phil's investigation of the Roswell Incident. Despite the fact that Bill Moore and I have talked to 91 persons involved in the case, Phil has talked to none and yet claims he has explained it away!! It is no wonder I was able to note more than 20 mistakes in his treatment in his last book-fantasy. Despite persistent claims on his part that no secrets can be kept from the Woodward-Bernsteins of Washington, DC, Press corps, he has still failed to provide a copy of even one of the more than 150 documents about UFOs that the NSA states it is withholding or even an unexpurgated version of the Top-Secret NSA affidavit to a federal court judge justifying Non-release.

Incidentally the interest in UFOs certainly seems to be very high. I spoke at 7 college campuses in 5 states and provinces in a one week tour. Many overflow and very enthusiastic audiences. Many friendly radio, TV, and newspaper interviews. My documentary movie "UFOs Are Real" has played in several cities (TV) including New York. Videotapes are still available (VHS-or Beta) for only \$40. US for the 93 minute full color Hollywood production. Hopefully all will ignore the last 2 minutes about Billy Meier which I tried to keep from being included.

Also I have been working full time on a study for Environment Canada on the use of electron beams for the treatment of powerplant flue gas to reduce acid rain. And I have started a new company SCAT Science and Technology Inc. to provide a unique Canadian service with regard to monitoring home radon levels. Busy time... regards

Science Consultant • Lecturer • Author • Broadcaster

Stan

*Stanton*

Feb. 20, 1987

Dear Walter Andrus:

How very sad that the passing years seem to have turned a once gentle, and gentlemanly, person like yourself into someone who is so very embittered and so very intolerant of views different from his own.

To the best of my recollection, I have not levelled caustic barbs at you because of your belief in UFOs, either in my letters or in any of my book or articles.

Nor have I levelled your repeated accusations of a "closed mind" on the issue of UFOs. I subscribe to and read The MUFON UFO Journal and to the International UFO Reporter. Do you subscribe to and read CSICOP's publication, The Skeptical Inquirer?????

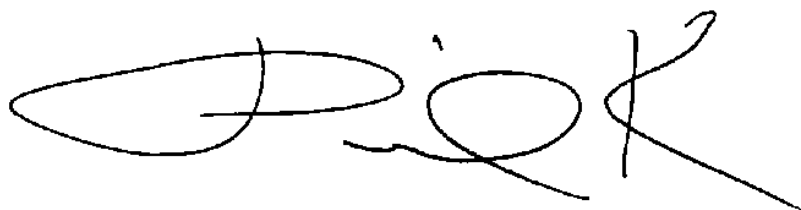
I am delighted that MUFON has seen fit to put out a press release challenging my own analysis, for that is the modus operandi of scientific methodology--challenge and counter-challenge on scientific controversies.

Unlike you, I do not reject dialogue with those whose views on UFOs (or other issues) differ from my own, even if I doubt that such dialogue will change their views. I enjoy having my views challenged, for it forces me to re-examine them more carefully.

Finally, I shall study carefully your report on the JAL incident when I receive my February issue of The MUFON UFO Journal.

Based on what you claim is a more thorough MUFON investigation, I assume that your published account will include the fact that United Airlines Flight #69 was vectored to the vicinity of JAL but could see NO UFO despite the fact that JAL reported the UFO was directly in front of United. And that the USAF C-130 flight crew also in the vicinity was unable to see the UFO that JAL was reporting. Unlike Capt. Terauchi, surely MUFON will NOT "forget" to include these all-important facts.

With sincere hopes that your bitterness will subside and that your tolerance for the rights of others to their own views will grow, I remain,

A handwritten signature in black ink, appearing to be 'J. R. R. K.' with a large, stylized 'K' at the end.



**MUFON Mutual UFO Network, Inc.**

WALTER H. ANDRUS, JR.  
International Director

103 OLDTOWNE ROAD  
SEGUIN, TEXAS 78155 U.S.A.  
*A Texas Non-Profit Corporation*

Telephone:  
(512) 379-9216

February 16, 1987

Please Address Reply To:

Mr. Philip J. Klass  
404 "N" St. Southwest  
Washington, DC 20024

Dear Phil:

Thank you for your "prosaic explanation" of the JAL 1628 sighting over Alaska on November 17, 1986. I could proceed to shoot down some of your points as totally inaccurate or twisting of the facts, however you have already made up your mind and committed yourself. I suggest that you will have to wait to receive the February 1987 issue of the MUFON UFO JOURNAL to learn what really happened in Alaska. (I interviewed some of the participants by telephone.)

I would like to make one point crystal clear, which you totally ignore when you repeatedly refer to "six-week old recollections of the pilot of JAL flight 1628; he remembered some colorful details; forgot several important events, etc." All three crew members were interviewed immediately upon landing their Boeing 747 on November 17, 1986 at Anchorage by FAA investigators headed by Mr. Jim Newberry, FAA Security Manager. My facts are quoted from this investigation, not the reopening of the inquiry by the FAA after Christmas. A full page report was made by Sam Rich, FAA controller on November 17 of the incident. Mr. Rich's report and Mr. Newberry's investigation confirm in writing exactly what took place. How can you as an "arm-chair Ufologist" sit in your apartment in Washington, D.C. and tell competent people in Alaska what they saw and ignore the facts to fit your own "prosaic explanation"? It is amazing that you know more about the sighting than the actual participants.

MUFON submitted a News Release to Associated Press rebutting your incongruous claim that the pilot saw nothing more than the planet Jupiter and maybe Mars." In the past you have come up with some wild stories to explain a UFO sighting "to your own satisfaction," however your ridiculous claims on this case have reached a new high in absurdity.

To carry on a dialogue with you is utterly foolish, and I apologize for having done so in this brief correspondence. I shall not let it happen again. Your efforts to explain away something that does

**MUFON UFO JOURNAL**

The Monthly Magazine of the Mutual UFO Network

DEDICATED TO THE SCIENTIFIC STUDY OF UNIDENTIFIED FLYING OBJECTS

not exist is an exercise in futility. Some of us wonder what motivates you in this negative quest for the answers to the UFO phenomenon. Do not bother to answer since my time can be better utilized in constructive and positive investigation and research.

Sincerely,



Walter H. Andrus Jr.

P.S.: I have enclosed an appropriate Note Pad for you.

WHA:vc

PHILIP J. KLASS  
404 "N" ST. SOUTHWEST  
WASHINGTON, D. C. 20024  
—  
(202) 554-5901

Feb. 10, 1987

Mr. Walter Andrus, Jr.  
MUFON  
103 Oldtowne Road  
Sequin, Tex. 78155

Dear Walter:


This is in response to your recent comments on the results of my investigation into the Nov. 17, 1986, UFO report by a Japan Air Lines 747 pilot.

I regret that the AP account of my findings as published in the San Antonio Light was a much abbreviated version of my report submitted to and released by CSICOP.

I therefore enclose a copy of my original, submitted to CSICOP before departing on my ski vacation, in the hope that you might find some of the newly revealed details of interest. Especially the fact that United Airlines Flight 69 and an Air Force C-130 both were vectored to the vicinity of the JAL 747 and neither could see the "UFO" being reported by JAL--for reasons explained in the report.

Reference your unwillingness to participate in my UFO survey, that is your inalienable right and will be so noted in whatever I write.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip J. Klass". The signature is written in a cursive style with a large, sweeping initial "P".

PHILIP J. KLASS  
404 "N" ST. SOUTHWEST  
WASHINGTON, D. C. 20024  
—  
(202) 554-5901

Feb. 10, 1987

Mr. Walter Andrus, Jr.  
MUFON  
103 Oldtowne Road  
Seguin, Tex. 78155

Dear Walter:

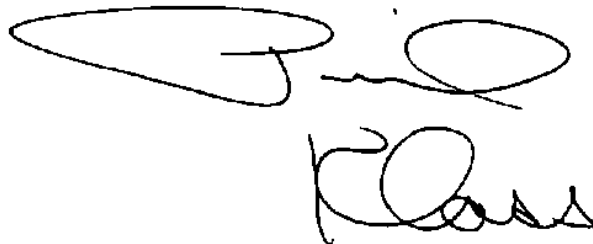
This is in response to your recent comments on the results of my investigation into the Nov. 17, 1986, UFO report by a Japan Air Lines 747 pilot.

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Reference your unwillingness to participate in my UFO survey, that is your inalienable right and will be so noted in whatever I write.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized initial 'P' followed by the name 'Klass' in a cursive script.

EXTRATERRESTRIAL OBJECT INVOLVED IN JAPAN AIR LINES PILOT'S UFO SIGHTING, ACCORDING TO LEADING UFO INVESTIGATOR

Buffalo, N.Y. /--/An investigation of the incident in which an Unidentified Flying Object reportedly paced a Japan Air Lines 747 enroute to Anchorage, Alaska, for nearly 40 minutes on Nov. 14, 1986, reveals that at least one extraterrestrial object was involved--the planet Jupiter, and possibly another--Mars.

The investigation was conducted by Philip J. Klass, an internationally recognized skeptical UFOlogist and chairman of CSICOP's UFO Subcommittee. His investigations have yielded prosaic explanations for many famous UFO cases during the past 20 years.

At the time the UFO incident began near Ft. Yukon, the JAL airliner was flying south in twilight conditions so that an extremely bright Jupiter (-2.6 magnitude) would have been visible on the pilot's left-hand side, where he first reported seeing the UFO, according to Klass. Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be at roughly his own 35,000 ft. altitude. Mars, slightly lower on the horizon, was about 20 degrees to the right of Jupiter but not as bright.

Although the very bright Jupiter, and less bright Mars, had to be visible to JAL Capt. Kenjyu Terauchi, the pilot never once reported seeing either--only a UFO that he described as being a "white and yellow" light in his initial radio report to Federal Aviation Administration controllers at Anchorage.

Many of the colorful details of the incident carried by the news media, largely based on the six-week old recollections of the pilot of JAL Flight 1628, are contradicted by a transcript of radio messages from the pilot to FAA controllers while the incident was in progress.

For example, news media accounts quoting the 747 pilot said that when he executed a 360 deg. turn the UFO had followed him around during the turn. But this claim is contrary to what the pilot told FAA controllers at the time.

During the pilot's media interviews, he "remembered" some colorful details which did not really occur, judging from his earlier radio reports to the FAA, and Terauchi "forgot" several important events that would challenge his claim of being paced by an unknown craft.

For example, that another airliner, United Airlines Flight 69, heading north from Anchorage to Fairbanks, had agreed to deviate slightly from its course to allow FAA radar controllers to vector it to the vicinity of the JAL 747, while maintaining



safe altitude and distance separation, to see if the United crew could spot the UFO.

At approximately 4:48 p.m., as the United flight neared JAL, Terauchi reported that the UFO was to his far left and about 10 miles distant--which was in the direction of Jupiter. At roughly 4:50 p.m., the United pilot reported he now could see JAL but a short time later the United pilot said: "I don't see anybody around him."

Shortly afterwards, the JAL pilot reported that the UFO now was "just ahead of United" which is where Jupiter would appear to be from Terauchi's location. The United pilot would not notice Jupiter because it was to his right while his attention was focused on JAL which was to his far left.

Shortly afterward, the pilot of a USAF C-130 transport in the area volunteered to be vectored to the vicinity of the JAL airliner to see if he could spot any object near the airliner. The C-130 crew readily spotted the JAL 747, but they too could not see any object in its vicinity.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said. In one case, investigated by the late Dr. J. Allen Hynek in the early 1950s, a military pilot chased a "UFO" for more than 30 minutes, which turned out to be the bright star Capella. In this case, as with the recent Alaska incident, a radar operator reported briefly seeing an unknown blip on his radar scope.

During World War II, B-29 pilots flying at night from the Mariana Islands in the Pacific to bomb Japan reported being paced by a mysterious "ball-of-fire" which B-29 gunners tried, unsuccessfully, to shoot down. Some Army Air Corps intelligence officers suspected the object was a long-range Japanese aircraft equipped with a powerful searchlight, to illuminate the B-29s so they could be attacked by fighter aircraft, but such attacks never materialized. Finally, the mysterious glowing object that seemed to pace the B-29s was identified. It was Venus, which was particularly bright at the time.

More than 25% of all UFOs reported during a 15-month period to the Center for UFO Studies (created in 1973 by Hynek) turned out upon investigation to be a bright planet or star. Some eyewitnesses reported that the celestial UFO "darted up and down," or "wiggled from side-to-side," and a variety of shapes were described.

In the Capt. Terauchi's recollected account to the media six weeks after the incident, he described seeing two small UFOs in addition to a large one. But the transcript reveals that the

pilot only briefly reported seeing two lights, not three, and thereafter he referred only to one in his radio communications with FAA controllers.

News media accounts of the UFO incident stressed that one unidentified object had been detected by a USAF radar in the vicinity of the 747's "blip", which seemed to confirm the pilot's visual sighting. However, radars operating in mountainous terrain such as that where the UFO incident occurred can receive spurious echoes when radar energy bouncing off an aircraft is reflected a second time from mountains and snow-covered terrain.

When the pilot first reported seeing the UFO, FAA traffic controllers--ever concerned over the risk of a mid-air collision--requested that radar controllers in an Air Force Regional Operations Command Center examine their displays to see if they could spot an unknown intruder. A radar operator there spotted something, but was unsure whether it might be a spurious echo. However, the echo appeared only briefly and was behind the 747 whereas the pilot had reported that the UFO was in front or to the left of his aircraft.

Later, as the JAL 747 came within range of an FAA radar at the Fairbanks International Airport, a radar controller there was asked if he could spot another object in the vicinity of the airliner. Although the JAL pilot still was reporting a UFO, the controller replied that there were no unknown blips in the vicinity of JAL 1628.

On Jan. 11, the Capt. Terauchi again reported seeing a UFO while flying in approximately the same part of Alaska. But after an FAA spokesman in Anchorage suggested that this UFO might only be lights from a distant village bouncing off clouds, the JAL pilot acknowledged that this could explain his second UFO sighting.

The transcript of radio communications during the Nov. 18 incident indicates that there were broken clouds at or below Flight 1628's altitude, which may help explain Capt. Terauchi's mistaking Jupiter for a UFO.

Even a scientifically trained former Navy officer, who would later become President, once mistook a bright planet for a UFO. The "victim" was Jimmy Carter and the incident occurred about 7:15 p.m. on Jan. 6, 1969, following his talk to the Lions Club of Leary, Ga. As Carter later recalled the incident, he spotted the UFO in the west at an elevation he estimated to be about 30 deg. An investigation conducted by Robert Sheaffer, vice-chairman of CSICOP's UFO Subcommittee, was complicated by the fact that Carter had recalled an erroneous date for the incident. Once Sheaffer managed to determine the correct date, he found that a brilliant planet Venus was to the west and about 25

deg. above the horizon, where Carter reported seeing the UFO.

Klass credits astronomers Nick Sanduleak and C.B. Stephenson, of Case Western Reserve University, in Cleveland, for their valuable assistance in computing the positions and bearings of bright celestial bodies relative to the 747 airliner at the time of the incident.

"My suspicions that this UFO might be a bright celestial body were prompted by the fact that the pilot reported seeing the object for more than 30 minutes," Klass said. "Past experience has shown that when a UFO remains visible for many minutes, it almost always proves to be a celestial object." Another clue was the fact that when Flight 1628 descended 4,000 ft., the UFO still appeared to be at the airliner's altitude. At Jupiter's great distance, a change of 4,000 ft. in aircraft altitude would produce no noticeable change in the planet's apparent altitude.

Klass, who was a senior editor with Aviation Week & Space Technology magazine for nearly 35 years until his partial-retirement this past June, has been investigating famous UFO cases as a hobby for more than 20 years. His most recent book on the subject is "UFOs: The Public Deceived," published by Prometheus Books, Buffalo, N.Y.



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Please Address Reply To:

### NEWS RELEASE

A professional astronomer for the Mutual UFO Network has challenged the explanation offered by Philip J. Klass, that Capt. Terauchi Japan Air Lines veteran pilot saw nothing more than the planet Jupiter and possibly Mars on the night of November 17, 1986 when the pilot reported to the F.A.A. the observation of 3 UFOs over Alaska

Mr. Klass' approach to "solving" some UFO sightings is highly questionable. He will select a prosaic natural phenomenon and then grossly exaggerate both what the phenomenon is capable of doing and what the witness imagined that it is doing.

It cannot be argued that the planet Jupiter, coincidentally shone in the approximate direction of the pilots initial sighting. And atmospheric effects can cause bright planets and stars to appear to move and change brightness, color and shape. Viewing planets from any moving vehicle can also cause these celestial objects to shift position.

However, Mr. Klass ignored some crucial facts. Jupiter - or Jupiter and Mars together (which were separated by about 19 degrees) - does not in the slightest resemble the pilot's description of seeing 2 cylinders flying parallel to each other, each arrayed with rows of lights and each rotating in an opposite direction.

Nor does the third UFOs appearance fit the Jupiter hypothesis. The pilot at one time glimpsed this object as an oval silhouette

### **MUFON UFO JOURNAL**

The Monthly Magazine of the Mutual UFO Network  
DEDICATED TO THE SCIENTIFIC STUDY OF UNIDENTIFIED FLYING OBJECTS

looking much like a walnut with a protruding rim containing lights, and with a band through the middle. The pilot obviously was impressed by something of immense size, something that may have appeared simultaneously on the aircraft's radar. If it is assumed that the blip was not a false weather target, planets do not show up on radar-scopes.

Furthermore, if press reports are accurate, the large object eventually dropped behind the plane far away from Jupiter's position in the sky.

And finally, planets do not just disappear in a clear sky as the UFOs were reported to have done.

Perhaps worst of all, the planet explanation makes a liar out of the Japan Air Lines veteran pilot for over 20 years, who must have been aware of the bright planet or star visible from his cockpit night after night last fall.

Despite the pilot's apparently solid background and experience, his sighting may yet turn out to have some conventional explanation. But, in my opinion Captain Kenju Terauchi did not mistake Jupiter and/or Mars for the 3 UFOs he said he had observed.

It is quite remarkable that Philip Klass, in his published claim, has contradicted or ignored the testimony of Jim Derry, FAA Security Manager and Paul Steucke FAA spokesman in Alaska, who interviewed the flight crew; Sam Rich, FAA controller on duty at the time of the sighting; and the other two flight crew members of JAL 1628, First Officer Takanori Tamefuji and Flight Engineer Yoshio Tsukuda.

Walter N. Webb, is an astronomy consultant to the Mutual UFO Network, Inc. (MUFON), headquartered in Seguin, Texas; a scientific organization dedicated to resolving the UFO phenomenon.

Associated Press

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San Antonio, TX 782 - -

(512) 222-2713

John Lumpkin } Dallas,

Christy Bagley (214) 220-2022

David Sedeno  
Correspondent N.A. 1/30/87

~~John Lumpkin~~

# JAL pilot spotted Jupiter, not UFO, investigator says

Associated Press

NEW YORK -- A Japan Air Lines pilot who claimed to have seen a UFO alongside his airplane in November was seeing an unusually bright image of Jupiter and possibly Mars, an investigator said Tuesday.

Philip J. Klass said astronomical calculations show that on Nov. 17, the night of the sighting, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine Aviation Week and Space Technology and a long-time investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers.

Klass' report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said.

**B**

CALIFORNIA

☆ Marin Independent Journal, Wednesday, January 28, 1987

# Calculations show 'UFO' must have been Jupiter

ORK (AP) — Astronomical show that a Japan Air Lines pilot who claimed to see an unidentified flying object over Alaska last November was actually looking at Jupiter and possibly Mars, says a new report.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," said the report by Philip J. Klass, a longtime investigator of claimed UFO sightings.

Jupiter was only 10 degrees above the

horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," the report said.

The planet also was unusually bright, and located exactly where the pilot said he saw the UFO. The pilot, Capt. Kenjyu Terauchi, never mentioned seeing Jupiter or Mars.

Mars was just below and to the right of Jupiter, and may explain Terauchi's initial report that he saw two lights, Klass said.

Klass said Tuesday he has found, in hundreds of UFO investigations, that

"they've all turned out to have prosaic explanations." He spoke in a telephone interview from Colorado, where he is vacationing.

The Buffalo-based Committee for the Scientific Investigation of Claims of the Paranormal, which issued Klass' report, is an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Klass, who heads the organization's UFO subcommittee, has been investigat-

ing UFO sightings for more than 20 years. In his report, he said Terauchi's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

Terauchi was over Alaska enroute from Europe, via Iceland, to Tokyo when he saw the mysterious light.

A United Airlines flight and an Air Force C-130 cargo plane that were in Terauchi's vicinity at the time of the claimed sighting were asked to look for the object, and neither reported seeing it.

SAN ANTONIO LIGHT

A2/WEDNESDAY, JANUARY 28, 1987

## UFO lights identified as planets

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November actually was seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday.

Philip Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers.

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## Press Statement

Mr. Klass's approach to "solving" <sup>some</sup> UFO sightings is highly questionable. He will select a prosaic natural phenomenon and then grossly exaggerate both what the phenomenon is capable of doing and what the witness imagines it is doing.

It cannot be argued that the planet Jupiter coincidentally shone in the approximate direction of the pilot's initial sighting. And atmospheric effects can cause bright planets and stars to appear to move and change brightness, color, and shape. Viewing planets from any moving vehicle can also cause these celestial objects to shift position.

However, Mr. Klass ignored some crucial facts. Jupiter — or Jupiter and Mars together (which were separated by about  $19^\circ$ ) — does not in the slightest resemble the pilot's description of <sup>seeing</sup> two cylinders flying parallel to each other, each arrayed with rows of lights and each row rotating in an opposite direction.

Nor does the third UFO's appearance fit the Jupiter hypothesis. The pilot at one time glimpsed this object as an oval silhouette looking much like a walnut with a protruding rim containing lights, and with a band through the middle. The pilot obviously was impressed by something of immense size, something that may have appeared simultaneously on the aircraft's radar. <sup>It is assumed</sup> that the blip was not a false weather target, planets do not show up on radarscopes.

Furthermore, <sup>if press reports are accurate,</sup> the large object eventually dropped behind the plane far away from Jupiter's position in the sky.

And finally planets do not just disappear



in a clear sky, as the UFOs were reported to have done.

Perhaps worst of all, the planet explanation makes a liar out of a veteran pilot who must have been aware of the bright planet or star visible from his cockpit night after night last fall.

Despite the pilot's apparently solid background and experience, his sighting may yet turn out to have some conventional explanation. But, in my opinion, Captain Terauchi did not mistake Jupiter and/or Mars for the three UFOs he said he observed.

Walter N. Webb

MUFON Astronomy Consultant  
January 31, 1987

Richard Hall

1/29/87

1. Put Phil Klass in his place.

2. Call in autonomy background

3. AP

4. Steve Webb called 1/29/87  
Will work on contest regarding Phil  
Klass

JAN. 29, 1987

CHARLES P. WARD  
2831 GILLAM CIRCLE  
ANCHORAGE, AK 99517

FROM: WALT ANDRUS

SUBJECT: PERSONAL INTERVIEW WITH CAPT.  
KENJU TERAUCHI (KENJYU?)

SAN ANTONIO LIGHT

A2/WEDNESDAY, JANUARY 28, 1987

## UFO lights identified as planets

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November actually was seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday.

Philip Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers.

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The object reappeared a few moments later, according to the FAA summary quoted by Leyden.

The pilot, Capt. Kenjyu Terauchi, was over Alaska en route from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Terauchi told FAA officials in an interview that the object stayed with him as he turned.

WE CAN USE COLOR  
IF THAT IS ALL THEY  
HAVE. SEND MUFON A  
BILL IF THERE IS A  
CHARGE. *Shalt*

WALTER H. ANDRUS, JR.  
International Director

MUTUAL UFO NETWORK, INC.  
The Scientific Investigation  
of Unidentified Flying Objects

100 Odessa Road  
Sequim, Texas 76155 U.S.A.



PHONE 512/379-9215

PHILIP KLOSS' CLAIM TO FAME IS BEING  
A DEBUNKER. HAVE YOU EVER HEARD SUCH  
A DISREGARD FOR THE FACTS. HE ONLY  
USES OR ALTER THE FACTS TO FIT HIS  
PERSONAL EXPLANATION. HE WILL NEVER  
CHANGE SO WE IGNORE HIM. (IT TOOK HIM A  
MONTH TO CONTACT THIS ABSURD EXPLANATION.)  
SINCE CAPT. TERAUCHI LIVES IN ANCHORAGE  
WITH HIS FAMILY, PLEASE MAKE AN  
APPOINTMENT (BETWEEN FLIGHTS) TO INTERVIEW  
HIM FOR THE ~~MEMORIAL~~ MUTUAL UFO NETWORK  
AS PART OF OUR INVESTIGATION. WE WOULD  
LIKE TO PUBLISH YOUR INTERVIEW IN THE  
MARCH 1987 EDITION OF THE MUFON UFO  
JOURNAL. I WROTE AN EXTENSIVE REPORT  
FOR THE FEBRUARY ISSUE. PLEASE ARRANGE  
THIS AS SOON AS FEASIBLE. THANKS.

*Shalt Andrus*

TRY TO OBTAIN A B&W PHOTO  
FROM THE LOCAL NEWSPAPER  
OF TERAUCHI PREFERABLY IN  
G.I. 1987

65 Lake Suzanne Acres  
301 N. Main Street  
O'Fallon, IL 62269  
4 Feb '87

Dear Walt,

I'm sending you this copy of a package I sent to the editor of the Belleville, Illinois News-Democrat to use as you see fit. I was so furious at the article on Philip Klass calling him a "UFO investigator" and at his outrageous remarks concerning the Japan Airlines crew sighting over Alcocka that I just had to get the ball rolling in an effort to discredit him.

I doubt very seriously that the newspaper will ever print my letter but, at least, I have gone on record as raising my voice against the insane blatherings of a self-styled "UFO expert" who is damaging our cause.

I'm sorry I didn't get to see you the last time you were in our neighborhood. I sincerely hope I can share some "UFO tea" with the Andrus's again some day soon.

My best to you and Bonnie -

Clarence Dargie

C. D. BARGIE  
65 LAKE SUZANNE ACRES  
301 N. MAIN ST  
O'FALLON, IL 62269

Received  
2/13/87  
H



30 JAN 87  
Editor  
Bellefonte News-Democrat  
Bellefonte, PA

65 Lake Suzanne Acres  
301 N. Main Street  
O'Fallon, IL 62269  
Tel - 632-7288 (Home)  
256-4063 (Work)

Dear Editor,

I want to set the record straight on an article published in your paper on Wednesday, 27 Jan 87 (I enclose a Xerox copy) in which Mr Philip J. Klass, an editor of an Aviation magazine based in Washington, DC, is identified as a UFO investigator.

Please be advised that Mr Klass is not a UFO investigator in any accepted sense of the word. To my knowledge, he has never left the comfort of his office to go to the scene of any given UFO sighting for a first hand assessment of the terrain, interrogation of witnesses, evaluation of equipment, etc. Yet, he is one of the first to call a press conference and explain what happened.

In the latest case, he announced (attachment 2) that the pilot of a Japan Air Lines cargo jet over Alaska mistook the planets Jupiter and Mars for UFOs. He arrived at that amazing conclusion from a distance of 4000+ miles away by reading a transcript of the event! He does not mention that both the Air Force and the FAA acknowledged a second radar image on the scopes in addition to the jet during the time the pilot was making a radio report of the incident.

Mr Klass did not go to Alaska to interview the flight crew, the Air Force and FAA Air Traffic control personnel, the people who interrogated the crew, etc.. A true investigator would never make such a public announcement without first conducting a complete and thorough

on-site investigation and thus defend his findings.

In order to establish my credentials for writing this letter, I would like you to carefully read the enclosed exchange of correspondence relating to attempts to obtain a copy of a classified Air Force message relating to a similar UFO incident over Tehran, Iran, in September of 1976. I have blocked out the name of my source of information at his request.

There are some parallels here. The Japanese pilot said one of the objects appeared to be as large as two aircraft carriers end-to-end. The secondary objects were much smaller. The deets attached "sanitized" copy of the USAF classified message says the object seen over Tehran was so huge and brilliantly lit that it could be seen from 70 miles away. It also mentions smaller objects that appeared to leave from and re-enter the larger object. The large object was also detected on radar, as was the one over Alaska.

The USAF message <sup>FROM TEHRAN, IRAN</sup> was sent to the Defense Intelligence Agency (DIA) and retransmitted by that office to the Joint Chiefs of Staff, with information copies to the CIA, the White House, the Chief of Staff of the Air Force and the Army, the Chief of Naval Operations, etc. I have spelled out in the message the plain language translations of the message addressees since military acronyms are often confusing to the layman.

Also note there is a denial of any aircraft



damage and no injuries/deaths connected with this incident (see Office of the Assistant Secretary of Defense letter of 5 July 77). The <sup>USAF TEHRAN</sup> message at first talks about two F-4 aircraft and crews. Later, in subparagraph E on the third page, it mentions only one aircraft crew. I have received informal information since that the first F-4 aircraft to contact the USO failed to return to the airfield and the aircraft and crew were never found. However, I cannot substantiate that information because a second, follow-up message from Tehran did contain further details on the fate of the airplane and crew but all attempts to obtain even a sanitized version were denied on the basis of national security.

Mr. Klass, after his usual thorough in-office investigation, summarily dismissed the whole incident by announcing that "a night duty officer listened to some Iranian pilots discussing an aircraft malfunction and decided to make up a message about it because he was bored and had nothing better to do."

The author of the message was, in fact, USAF Colonel Frank R. McKenzie, a career officer and Defense Attache to the Iranian government. Suffice it to say, an officer in his position would not fabricate such a bizarre story and send it to the Joint Chiefs of Staff, who in turn would send it to the White House and other interested agencies.



(4)

I leave you to draw your own conclusions as to the validity of Mr Klass' statements.

I know this is a long and drawn out letter and I don't expect it will ever be seen in print. I do hope, however, you might see fit to at least publish a condensed version of my rebuttal to Mr Klass' latest findings in the interest of balanced reporting on a controversial subject. The public has a right to both sides of this issue. Mr Klass does us an injustice with his distorted statements.

Sincerely

Clarence O Dargie, USAF, (Retired)



## FAA steps up investigation of UFO report

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dugged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

"We're looking at it to ensure that somebody didn't violate airspace we control," said FAA spokesman Paul Steucke. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kazuichi Teruchi, told investigators that two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Teruchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., later this week for review, Steucke said.

A JAL spokeswoman said Sunday that Teruchi was on a flight to Europe and was unavailable.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

clch F

# Pilot saw Jupiter, not UFO, investigator says

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November was actually seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday.

Philip J. Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine *Aviation Week and Space Technology* and a long-time investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

John Leyden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Leyden.

The pilot, Kenji Terachi,

was over Alaska enroute from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Terachi told FAA officials in an interview that the object stayed with him as he turned.

Steucke said the FAA would be releasing the results of its own investigation in mid-February.

According to Klass, who reviewed a complete copy of the transcript, the pilot never reported seeing Jupiter or Mars, even though they were clearly visible.

Klass's report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Klass, who heads the organization's UFO subcommittee, is the author of "UFOs: The Public Deceived."

Morris Simopcelli, a spokesman for Japan Air Lines in New York, said, "We have no position on this as the airline. The captain said he saw something, he reported it. He followed procedures."

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," said Klass in his report.

Bellefonte (Pa.) News-Democrat Wednesday, January 28, 1987

atoh 2





# 世界の空を 知っている。 日本航空



日本航空

海外渡航者数、  
年間約400万人。  
観光でビジネスで、  
誰もが気軽に自由に  
海外へ出かける時代です。  
世界各地へ  
定期航空路を持つ日本航空。  
その役割は  
ますます重要に  
なってきたことを感じます。  
より便利で快適な旅を、  
もっと広くもっと遠くへ。  
日本航空は、あなたと共に  
翼を拡げてまいります。

UFOS & SPACE

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定価五八〇円

日本国外航空情報月刊 UFO & SPACE

大げんが証明する  
信の白さ



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11月号予告

# 第3次世界大戦シミュレーション

GSW転向論文

# UFOは米連邦政府が黒幕だ!

# 仰天／湖上の長大UFOをキャッチ

# 沖縄嘉手納基地にUFO続々!

# ヒエロニムスの「超科学マシン」

# 台北通信 超人の訪れ

## 編集後記

★本誌のアメリカ通信員デニス・スティーシーにはまったく夢りました。ロンドンに飛んでコリン・ウィルソンにインタビュー、という快挙を成しとげたものの、原稿は遅れに遅れ、8月下旬にようやく到着、それにも増して全米UFOシンポジウムの現地報告ときたら、諦切りをすぎた8月25日に編者部という、敬請のなきかけたありさまだったのです。それでもなんとか今月号に掲載したいという副編集長中村省三が他の重要事を犠牲にして宿願、ムリヤリ間に合わせたというわけです。スティーシーにはゲンコツを、中村省三には愛を!!

★カリフォルニア州立大学教授アルビン・ローソン氏が来日、乗機とは8月15日夜、銀座で会うことになっていました。ところが当日、地震のため新幹線が止まり、朝から雨模様になってしまったローソン先生は乗機が深夜になってしまい会えませんでした。翌日南下した氏は京都から電話をくれ、次の機会を持つことにすると同時に、氏の長大論文の本誌掲載について話を決めたのです。次号にのせる予定です。

★久しぶりにとんでもないUFO写真を入手しました。全長数十メートルはある円筒型の巨大な機体、一列に並ぶ丸窓、銀灰色のなめらかな表面。次号ではカラーページで多数のコンピューター分析写真とともに掲載します。(Y)

## 投稿歓迎

本誌ではUFOおよび一般ミステリー問題に関する原稿、写真、研究発表等を広く募集しています。原稿はなるべく原稿用紙(タテ書き)をご使用ください。なお、投稿された原稿はお返しいたしません。

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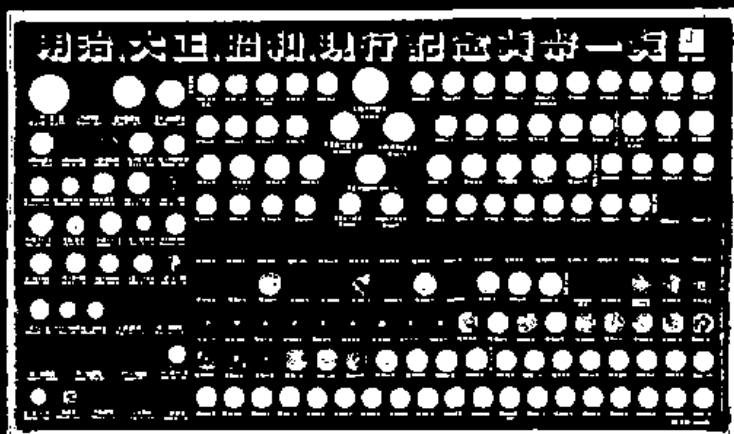
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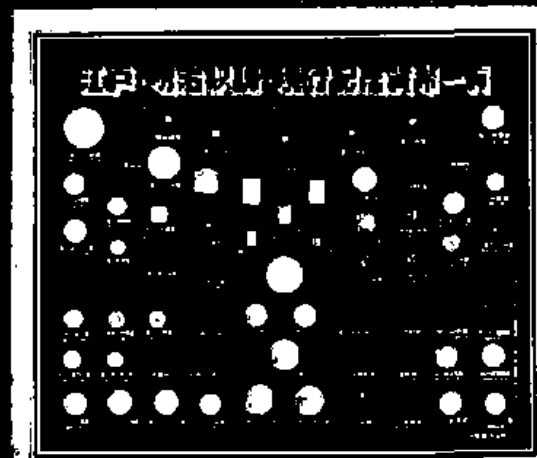


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ユタイン方程式に、それらを一体化する「考え」が存在するのかもしれない。このアインシュタインの考えは、今まで見てきたように形式上、アインシュタイン方程式にすでに存在している。残された課題は、アインシュタイン方程式が唯一の式で、これ以外にはないということが証明されればよいのだ。その証明が、ユーフロジストの夢であり、アインシュタインの夢でもあり得るのだ。いわば、

ユーフロジストIIアインシュタイン

正夢であろうことは、状況証拠からみてほぼ確実である。ユーフロジストが学ぶべきことはさきほど述べた結論(i)と(ii)である。この結論そのものが、社会科学の原理にまつ。マックス・シェラーは、「バラの花は庭をも飾る」といった。この直観が社会科学の始まりだと、マックス・ウェーバーもいつている。バラの花とは何か。一目見て、なんとも不可解な印象を受ける。今、バラの花の物理的幾何学的な形をゆとして。人間の理性をXとする。と、理性がゆに働きかける作用はXと

と表わせる。これが不可解という固有値を持つものだから、その固有値を?と書けば次の式が得られる。

$$X = X$$

不可解と思うのは錯覚ではなく、不可解という気持はゆえられたものだと考えてよい。Xは理性、個有値は感覚と同定してよい。そうすると、

$$X = X$$

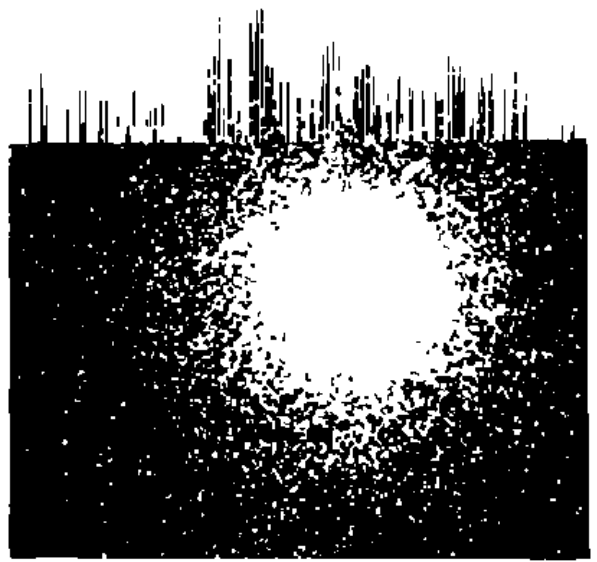
というように、?という固有値にXという解をだせる。諸般の事情がわからなくても、Xは確定する。不確定時代の時代というのはありえず、Xを正しく作用させたら、Xという解決が得られるのだ。地球全体の状態を

ゆとし、「恒久平和」という固有値を求めるとは、どんな型にXを代入しようか。人類の状況が(時間的に)どのように移り変わってもXに対応するXは不変的にあるはずだ。この不変性は、さきほどの等式の共変性によって保証されるだろう。

ユーフロジストの任務は、XIII恒久平和となるように、Xをあらしめることである。

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最後に、このアインシュタインの平和原則を紹介したところで、本稿の目的は達成されたわけである。



空間飛行は可能でありうるということだけは正しい。

$$Rik - \frac{1}{2} Gik = K Tik$$

は左辺は幾何学、すなわち、時空の存在を意味するが、右辺の「 $Tik$ 」は、これが左辺の時空を表わせる元(素)だということである。

これが、アインシュタインおよびマノハの考え方であった。この考えが正しいかどうかはわからないが、「物質なしに時空はありえない」という考えが正しいという可能性は誰も否定できない。しかも、この考えは、「なるほど」と思えるし、こう考えなければ、すべてが自己矛盾に陥るといふこともわかる。この「わかる」といふことを

具体的に考えてみよう。

右の式の1つの解として、「拡張収縮原理」がある。これについての証明はなされておらず、膨張し終わって収縮を開始し、収縮の極限では「時間」は、空間が1点に(多くの場合もある)収縮したときに、ピタリと止まってなくなる。

たとえばその時間と今から測って、1400億2316万5431時間58分1秒後だとしてみよう。そうすると、さらに2秒後を考慮するが、それにはリアリティがない。その時点でピタリと時計が止まる。その時、宇宙の半径は、 $x=0$ で、 $x=10$ まで行きつく。

$x=10$ がありうるためには、 $\delta(x-y)$ を考えるとよい。そういう状況がありうることは証明済みだ。 $x=10$ すなわち $x=10$ まで行きつく。しかし、物質「 $Tik$ 」は消滅しない。そうすると、「 $Tik$ 」は点になく、点から超脱しており、超空間的にある。この「 $Tik$ 」は時空に存在しない。どこにあるのかと、疑問はナンセンスだ。少なくとも超空間的に存在しているということがありうる。

次に、3次元とは何かを考えてみる。一般に時空は、無限次元とするのがよいだろう。そういって、 $n$ 次元時空的媒体にあって3次元とは

$$n \text{次元} = n + 3 \text{次元}$$

の間、すなわち、「3次元間」と考えられる。この3次元間が収縮し、時空の消滅の物質「 $Tik$ 」を「 $Tik=0$ 」と書き、座標が飛んだ物質だと考える。この物質は消滅しないから、隣り合う3次元間に移ったと考えられよう。すなわち、 $n-3(Tik)$ である。この3次元間で、時空を取り出すと考えるとよい。すなわち、「3次元」と $n$ 次元の間の3次元間が膨張しはじめることを考えるのだ。そこで、

$$n-3(Rik - \frac{1}{2} Gik) = n$$

$$= U_i (Rik - \frac{1}{2} Gik) = n$$

が、右辺の収縮点(点 $(x_1-x_2) \rightarrow 0$ の $x_1$ だとし、左辺の膨張点 $(x_2-x_1) \rightarrow 0$ と $\Delta 0$ の $x_2$ だとすると、

$$U(x_2-x_1) = \delta(x_2-x_1)$$

という関係がありえよう。これを超デルタ関数とする。一般に、収縮後の座標を一方の時空で $x_1$ 、他方の時空で $x_2$ としたとき、

$$\delta(x_2-x_1) = \begin{cases} 1 & (x_2-x_1) \\ 0 & (x_2+x_1) \end{cases}$$

で、 $x_2$ が1対1の対応で $x_1$ に対応している( $x_2-x_1$ )の関数がありえよう。そうすると、今度は、 $n$ 次元で収縮膨張関係が対応すると考えると(そういう数字がありうることを)、再び、 $n-3(Tik)$ の時空から、 $n$ の時空

に発生し得ることもある。すなわち、超空間飛行が可能である。

こつこう考えは、 $\delta$ 函数の拡大化を要するだろうが、ありうるであろう。あるといふことを確かめられる( $\delta(x-x)$ )が発見されていないだけのこともかもしれない。この $\delta$ 函数が発見された日が、超空間飛行が可能であると証明できる日である。ユーフォロジストの中からそういう天才が遠からず出てくることを信じて、この話は終わりとしてしよう。

## 残された課題

さて、 $\delta$ 函数がわかったことは、2つある。1つは、 $x^2+y^2+z^2=x^2+y^2+z^2$ に見られる「共変原理」であり、もう1つは、 $\delta x = \delta x$ で、 $x$ があってもなくてもよい、すなわち、

$$\delta x = \delta x \rightarrow \delta = \delta$$

とする数々の存在で、 $x$ と $y$ に対応があるが、 $x$ はあってもなくても変わりはないという原理だ。結局、

(i) 命題は共変的であること。

(ii) 何かがあるが、その何かはあってもなくても、どちらでも同じである。という2つのことが抽象された。そして、この2つは、アリストテレスになかったことである。(i)、(ii)は別個独立の考えだが、もしかして、アインシ



幾何学の選定の段階 すなわち、場  
の方程式をつくる段階で量子化される  
べきで、量子化の処方のしかたにより、  
場の方程式の形はそれぞれに違つて  
る。できあがった方程式の中の場を勝  
手に変えることは、原則的に許されな  
い。この見落としが錯覚である。

量子化は、 $h\nu = G_{ik} dx^i dx^k$  の段階で  
G<sub>ik</sub> または、これと一緒に dx<sup>i</sup> dx<sup>k</sup> に  
いてなされねばならない。G<sub>ik</sub> を使って  
求めた  $\square^2 G_{ik} = 0$  などの G<sub>ik</sub> を量子化  
するのは、偶然の一致による正しさが  
ある場合があるが、それ以外には誤り  
となる。このことに気付かないと、「ア  
インシュタインの場の方程式からは  
粒子論は導き出せない」といふ結論をイ  
ンフェルトと同様に下さざるを得ない。

第3番目の原因は、アインシュタイ  
ンが、物理の界か、識別したことによ  
る。この時の識別の語が「ライラック、  
ヨルダン、フェルミらをかきたてたの  
だが、結局、逆方向になってしまった  
のは、第2番目の理由の錯覚による。  
確かに今世紀前半スピンはめぐつたが、  
アインシュタインもコーフォロノスト

研究者らもアインシュタインをめぐつ  
た。しかし、引退した彼から若い人た  
ちに伝わってくる信号は、ほとんど断  
絶した。過去の英雄たちが、彼と連絡  
しあっていた位だである。ワイル、パ  
ウリ、ディラックらのほんのわずかの  
人ただけである。そして、ワイルを  
通じてふと漏れてきたのがゲーン理論  
である。つまり、第3の原因は、この  
人の「孤高」にある。

$$R_{ik} - \frac{1}{2} G_{ik} R = K T_{ik}$$

に至る手続き上で G<sub>ik</sub> などに量子化な  
どの処法を施すことがなされるのは、  
まだかなり先のことだろうが、その処  
法はまさに中々千の設定法であるから、  
Super-coordinate(超座標系)といっ  
た調子の概念が持ち込まれるだろう。  
これは、私の個人的見解で夢でもある  
が、ユーフォロジストと同床異夢とい  
うことではないと願う。

以上で、物理学のターゲット場に  
ある、というこゝを描写できんと願  
う。そして、2本のレールが敷かれ  
ており、同じレールに行きつくのであ  
ろうと想像するのか、かなりの確率で  
正しいということもはつきりさせた  
と確信する。これで本筋の目的は達成  
されたはずである。

量子論においては、粒子と波動との

関係として(1)粒子→波動 (2)波動→粒  
子 (3)粒子→波動のまじりを考えてき  
た。そして、アインシュタインの考え  
が、これまでに於いて唯一の「すつき  
りした解決」を与えており少なくとも  
粒子であることはわかった。しかしそ  
れ以外については、何もわかってな  
い。波動でもあることはほぼ確か(実  
験によっても波動現象を示しているが、  
粒子の確率的な捉え方が波動的である  
のかもしれない)だが、根拠は何ひと  
つない。

これらの問題を解かすことが重要  
なわけではないが、疑問に振りまわさ  
れることによつて、ユーフォロジスト  
にとつて、とくに重要なことが明らか  
になった。場の量子化である。これま  
で、数学的な話とずいぶんしたが、  
いちおう、理解していただけたものと  
確信している。

## 超空間飛行 は可能だ

これまでは、客観的に正しいと確定  
されていることだけを記述してきた。  
ここから先は、極端には、ウソ八百と  
考えておかねばならない。ウソ八百と  
はなにこゝだ、といわれそうだが、超

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れるという、思いきった試みが開始された。

場の各点にありうる物質——つまり、時空連続体の任意の各点にぎっしり入りうる（ありうる）物質——が、「1個か0個か、または無数任意個か」の2シリーズで「別される」という理論体系へ発達した、これが素粒子論の核心である。

前者は、消滅したり発生したりで、ただ1個がそのような現象を起こすフェルミ粒子。後者は、ばらばらっと数個でも1万個でもよいが、互いに区別できず、そのうちの任意の個数かあったりなかったりするボース粒子。

こういう現象は、人の理性的好奇心を揺り動かしてくれる。とくに、パズル好きの人を喜ばせるのだが、最初にこんなことをいいたしたが、「ディラック・ハズル」を説明したことで有名なディラックであった。（素粒子ハズルは、場という思想を離れて面白いので、パズル好きのユーフォロジストは研究してみてもいいかがだろうか）

この量子化は、第2量子化と称され、用語自体の不適切さに対する批難があるようだが、第2回目というのか、第2番目というのか、要するに、実測量の量子化に続いて、ノンオペレーター（波動関数）その代人例へすなわち



▶ドイツの物理学者ハイゼンベルク

典型的には場を量子化することだから、2つ目の量子化ともいべきものである。

この点について、「アインシュタインの場の方程式」の「場」は、従来のままであるから古臭いというわけだ。その前に、やっておくべき可測量と量子化されていないから話にならないというわけであるが、これが錯覚である。

アインシュタインの場を量子化することは、ナンセンスかもしれない。彼の思想は、「拡大された（可逆原理を含む）共変性を充足する場があり、その条件を明らかにすること」であり、それらが場の方程式と称されるものである。それは、場によって記述されたものをも含むかもしれないが、それに限らず、場のあり方を規定する方程式（その方程式は物理法則で、それは限らないが）をも含む、それらについて物理法則を与えるための場を提示することに於けるのだ。

それゆえ、 $\partial_\mu^2 = G_{\mu\nu} \partial_\nu^2$  の G<sub>μν</sub> は、

それ自体がすでに量子化されていてもよい。G<sub>μν</sub> はきわめて一般的に与えられており、制限は原則的に付されていないし、付すつもりはない。

その副題に、1917年頃の場の方程式だけか場の方程式ではなく、1950年頃に、別なものを導いている。

幾何学構造を調べる段階で、G<sub>μν</sub> には自由から制限を付してしまっただけに、付したものはたまたま付されただけで、「付さねばならぬ」とする意志はない。実際には制限が付けられているため、「重力波の方程式」は不足なものになっているが、前人未到の領域を開発しているわけだから、最初は制限つきのものに誰しも取り組むであらう。制限の種類によって、場の一般的条件もシリーズに分類されるだけで、アインシュタイン個人は、対称場と非対称場の2シリーズを開発したわけである。

## 物理学の

## ターゲット

いったん、場の方程式として規定した場を量子化するのは、手続上、結果的に同じことになることもあろうが、考え方が間違っている。

### 話題騒然!!

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# 読者投稿

**今世紀前半から、物理学はアインシュタインの相対論を基軸に回転してきた。残された課題は、彼の方程式が唯一絶対だと証明することだ。そのとき、恒星間旅行も可能となり、物理学と社会学の接点も明確になるだろう。これは、とりもなおさず、ユーフォロジストの夢でもある。**

相対論と量子論が、その結婚当初から同居状態に落ちついた根本原因は、前号で指摘したように、偶然意識が潜在しているからである。そもそも、テトラックの方程式に特殊相対論が内在しているというのは、ありえないと考えられるほど偶然的なものだったのだ。これに比べたら、宝くじの1等に当たる確率のほうがはるかに大きい。

これに加えて、相対論と量子論の関係には、別居状態を引き起こすようないくつかの客観的原因があった。

まず最初は、テトラックの解の厳密さである。

ハイゼンベルクが不確定性原理を発表したものの、心ある人々はこれを受け入れなかった。ボルンやエーレンフェストはなんとか妥協点を見出そうと

したが、なかには不確定性原理に完全に切りつけた人々もいた。テトラック、ヨルダン、パウリ、フェルミ、朝永らの一群である。彼らは場の量子論へ突き進み、ついに観測量決定性を決定づけて、量子論を完成させた。

ことに、テトラック、朝永の解の文字通りの厳格性が定まると、量子論は特殊相対論で充分だということになった。一般相対論のような別のものを付加したら、余計困ったことになり、自己矛盾におちいってしまう。

かといって、アインシュタインの努力を嘲笑するのも無礼だし、それ自体正しそうな外観をしているので、認めないというわけにもいかない。そこで、一般相対論は、電磁力、素粒子間力からみて、10も小さいものの重力だけを記述するものだということになる。

ところで今は、宇宙のことを考えてみたところで、一般相対論の差し当た

つての実用性は考えられない。むしろ大問題でかつ実用性のある突破口への道も少しのが、現代に生きる人の務めだ。

相対論がいかに一般相対共変的テトラック方程式を導き出すことに成功した上で、一般相対論は、強い重力場におかれた水素原子の輻射を記述するものだと考えて、宇宙の背景輻射を解釈し、膨張という相対論的宇宙モデルで宇宙の始まりを見きわめようとする、趣味的物理学を細々とやっているというのが現状である。

第2番目の少許上の原因は、誤解にある。

アインシュタインの夢は統一にある。もし成功したらそれは、統一場理論と名付けられる準備ができていた。1920年占時は、電磁力と重力との統一をなせばよかったが、現在ではこれに弱い核力と強い核力を含めた合計4種類の場合を統一しないと統一場の呼称を与えられないということになり、風向きが変わってきた。この点で誤解がある。

ニュートンが、リングの木から果が落ちるのを見てユニバーサルを見抜いたように、アインシュタインはマックスウェルの場を見て、場の本性を見抜いたのである。彼の、統一とは、場か

ら場を起源としてすべての物理学法則を導き出し得る基礎となる「場のたのめ方程式」を見つけ出すことにあった。

## 「場」の認識に 大革命

もう一つ、すなわち、第3番目の実際上の原因は1940年以降の話となるが、それは錯覚にある。

このころ、「場」というもののごとく都合に大革命が起きる。「場」の形を不変だが、場そのものの研究段階に入った。この点は後に述べるが、量子論は、さらに量子論化する。それまでは、実測量(たとえばエネルギー)が量子化されていたにとどまっていたが、場はその各点で、それ自体が量子化さ



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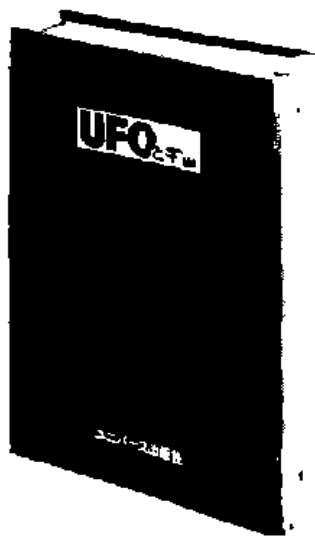
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★パイオニア電子、1式テープ4本、訓練用パイオニア電子、1式テープ4本、1オニター、センサー、ヘッドホン、説明書)4万5000円を3万円程度で。新品同様、60円切手同封の上、年齢、希望価格。

1オニター希望理由を明確に書いて封筒に入れて。4格。  
1オニター(干松)65 北海道紋別郡14別明屯田町山  
★ソニーミニラジオカセットを2万円位で、ハガキか手紙で連絡を。  
志賀裕子(干松) 長野県伊那市西町区伊那4852  
★パンダイのエレクトロニクス・ゲーム、ゴルフコンペ、サラブックス「世界のUFO」、「UFO目撃多発地帯」宇宙人飛来の謎」の3冊、秘密チエの6面体立体パズル2つ、(一辺が37ミリのものと、17ミリのもの)、ダイヤルキューブ1個をセットで送料共5000円で。  
平井伊幸(干松)21 長崎県時津町左庭2451-2 干松 508  
★三井物産「UFOと宇宙」ミニエントレーサー(5000円)1万円。2万円。4万円。1万円。11月1日(干松)05 時津町干松市由濃町松山6741-25)  
★睡眠学習器Sレシター 1万9500

円。送料、手数料、送料を。  
青山幸夫(干松)25 岡山県赤松郡吉井町八鳥田3490  
★「スターログ」2、3号、「ムー」1-6号まで、「アニメージュ」1、15号まで、すべてもまとめて。ヤマト大企業(カセ)1万8000円を1万5000円で、「ザザザザ99」の愛蔵版1、2、3巻、1冊2、000円。3冊で5000円。往復ハガキ、送料、手数料を。  
本は希望価格を付けてください。早ければ手渡し希望。  
高木勝志(干松) 愛知県碧南市羽根町1-69  
★「ロケットインブルース」①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿)を1冊150円、「サーキットの狼」①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿)を1冊99円、「アニメコミンクス」①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿)を1冊400円、送料別。  
田中良一(干松) 石川県金沢市同町(丸山町)1-1-1(6巻)  
★「UFOと宇宙」1、2、3、4、5、6、7、8、9、10、11、12、13、14、15、16、17、18、19、20、21、22、23、24、25、26、27、28、29、30、31、32、33、34、35、36、37、38、39、40、41、42、43、44、45、46、47、48、49、50、51、52、53、54、55、56、57、58、59、60、61、62、63、64、65、66、67、68、69、70、71、72、73、74、75、76、77、78、79、80、81、82、83、84、85、86、87、88、89、90、91、92、93、94、95、96、97、98、99、100、101、102、103、104、105、106、107、108、109、110、111、112、113、114、115、116、117、118、119、120、121、122、123、124、125、126、127、128、129、130、131、132、133、134、135、136、137、138、139、140、141、142、143、144、145、146、147、148、149、150、151、152、153、154、155、156、157、158、159、160、161、162、163、164、165、166、167、168、169、170、171、172、173、174、175、176、177、178、179、180、181、182、183、184、185、186、187、188、189、190、191、192、193、194、195、196、197、198、199、200、201、202、203、204、205、206、207、208、209、210、211、212、213、214、215、216、217、218、219、220、221、222、223、224、225、226、227、228、229、230、231、232、233、234、235、236、237、238、239、240、241、242、243、244、245、246、247、248、249、250、251、252、253、254、255、256、257、258、259、260、261、262、263、264、265、266、267、268、269、270、271、272、273、274、275、276、277、278、279、280、281、282、283、284、285、286、287、288、289、290、291、292、293、294、295、296、297、298、299、300、301、302、303、304、305、306、307、308、309、310、311、312、313、314、315、316、317、318、319、320、321、322、323、324、325、326、327、328、329、330、331、332、333、334、335、336、337、338、339、340、341、342、343、344、345、346、347、348、349、350、351、352、353、354、355、356、357、358、359、360、361、362、363、364、365、366、367、368、369、370、371、372、373、374、375、376、377、378、379、380、381、382、383、384、385、386、387、388、389、390、391、392、393、394、395、396、397、398、399、400、401、402、403、404、405、406、407、408、409、410、411、412、413、414、415、416、417、418、419、420、421、422、423、424、425、426、427、428、429、430、431、432、433、434、435、436、437、438、439、440、441、442、443、444、445、446、447、448、449、450、451、452、453、454、455、456、457、458、459、460、461、462、463、464、465、466、467、468、469、470、471、472、473、474、475、476、477、478、479、480、481、482、483、484、485、486、487、488、489、490、491、492、493、494、495、496、497、498、499、500、501、502、503、504、505、506、507、508、509、510、511、512、513、514、515、516、517、518、519、520、521、522、523、524、525、526、527、528、529、530、531、532、533、534、535、536、537、538、539、540、541、542、543、544、545、546、547、548、549、550、551、552、553、554、555、556、557、558、559、560、561、562、563、564、565、566、567、568、569、570、571、572、573、574、575、576、577、578、579、580、581、582、583、584、585、586、587、588、589、590、591、592、593、594、595、596、597、598、599、600、601、602、603、604、605、606、607、608、609、610、611、612、613、614、615、616、617、618、619、620、621、622、623、624、625、626、627、628、629、630、631、632、633、634、635、636、637、638、639、640、641、642、643、644、645、646、647、648、649、650、651、652、653、654、655、656、657、658、659、660、661、662、663、664、665、666、667、668、669、670、671、672、673、674、675、676、677、678、679、680、681、682、683、684、685、686、687、688、689、690、691、692、693、694、695、696、697、698、699、700、701、702、703、704、705、706、707、708、709、710、711、712、713、714、715、716、717、718、719、720、721、722、723、724、725、726、727、728、729、730、731、732、733、734、735、736、737、738、739、740、741、742、743、744、745、746、747、748、749、750、751、752、753、754、755、756、757、758、759、760、761、762、763、764、765、766、767、768、769、770、771、772、773、774、775、776、777、778、779、780、781、782、783、784、785、786、787、788、789、790、791、792、793、794、795、796、797、798、799、800、801、802、803、804、805、806、807、808、809、810、811、812、813、814、815、816、817、818、819、820、821、822、823、824、825、826、827、828、829、830、831、832、833、834、835、836、837、838、839、840、841、842、843、844、845、846、847、848、849、850、851、852、853、854、855、856、857、858、859、860、861、862、863、864、865、866、867、868、869、870、871、872、873、874、875、876、877、878、879、880、881、882、883、884、885、886、887、888、889、890、891、892、893、894、895、896、897、898、899、900、901、902、903、904、905、906、907、908、909、910、911、912、913、914、915、916、917、918、919、920、921、922、923、924、925、926、927、928、929、930、931、932、933、934、935、936、937、938、939、940、941、942、943、944、945、946、947、948、949、950、951、952、953、954、955、956、957、958、959、960、961、962、963、964、965、966、967、968、969、970、971、972、973、974、975、976、977、978、979、980、981、982、983、984、985、986、987、988、989、990、991、992、993、994、995、996、997、998、999、1000、1001、1002、1003、1004、1005、1006、1007、1008、1009、1010、1011、1012、1013、1014、1015、1016、1017、1018、1019、1020、1021、1022、1023、1024、1025、1026、1027、1028、1029、1030、1031、1032、1033、1034、1035、1036、1037、1038、1039、1040、1041、1042、1043、1044、1045、1046、1047、1048、1049、1050、1051、1052、1053、1054、1055、1056、1057、1058、1059、1060、1061、1062、1063、1064、1065、1066、1067、1068、1069、1070、1071、1072、1073、1074、1075、1076、1077、1078、1079、1080、1081、1082、1083、1084、1085、1086、1087、1088、1089、1090、1091、1092、1093、1094、1095、1096、1097、1098、1099、1100、1101、1102、1103、1104、1105、1106、1107、1108、1109、1110、1111、1112、1113、1114、1115、1116、1117、1118、1119、1120、1121、1122、1123、1124、1125、1126、1127、1128、1129、1130、1131、1132、1133、1134、1135、1136、1137、1138、1139、1140、1141、1142、1143、1144、1145、1146、1147、1148、1149、1150、1151、1152、1153、1154、1155、1156、1157、1158、1159、1160、1161、1162、1163、1164、1165、1166、1167、1168、1169、1170、1171、1172、1173、1174、1175、1176、1177、1178、1179、1180、1181、1182、1183、1184、1185、1186、1187、1188、1189、1190、1191、1192、1193、1194、1195、1196、1197、1198、1199、1200、1201、1202、1203、1204、1205、1206、1207、1208、1209、1210、1211、1212、1213、1214、1215、1216、1217、1218、1219、1220、1221、1222、1223、1224、1225、1226、1227、1228、1229、1230、1231、1232、1233、1234、1235、1236、1237、1238、1239、1240、1241、1242、1243、1244、1245、1246、1247、1248、1249、1250、1251、1252、1253、1254、1255、1256、1257、1258、1259、1260、1261、1262、1263、1264、1265、1266、1267、1268、1269、1270、1271、1272、1273、1274、1275、1276、1277、1278、1279、1280、1281、1282、1283、1284、1285、1286、1287、1288、1289、1290、1291、1292、1293、1294、1295、1296、1297、1298、1299、1300、1301、1302、1303、1304、1305、1306、1307、1308、1309、1310、1311、1312、1313、1314、1315、1316、1317、1318、1319、1320、1321、1322、1323、1324、1325、1326、1327、1328、1329、1330、1331、1332、1333、1334、1335、1336、1337、1338、1339、1340、1341、1342、1343、1344、1345、1346、1347、1348、1349、1350、1351、1352、1353、1354、1355、1356、1357、1358、1359、1360、1361、1362、1363、1364、1365、1366、1367、1368、1369、1370、1371、1372、1373、1374、1375、1376、1377、1378、1379、1380、1381、1382、1383、1384、1385、1386、1387、1388、1389、1390、1391、1392、1393、1394、1395、1396、1397、1398、1399、1400、1401、1402、1403、1404、1405、1406、1407、1408、1409、1410、1411、1412、1413、1414、1415、1416、1417、1418、1419、1420、1421、1422、1423、1424、1425、1426、1427、1428、1429、1430、1431、1432、1433、1434、1435、1436、1437、1438、1439、1440、1441、1442、1443、1444、1445、1446、1447、1448、1449、1450、1451、1452、1453、1454、1455、1456、1457、1458、1459、1460、1461、1462、1463、1464、1465、1466、1467、1468、1469、1470、1471、1472、1473、1474、1475、1476、1477、1478、1479、1480、1481、1482、1483、1484、1485、1486、1487、1488、1489、1490、1491、1492、1493、1494、1495、1496、1497、1498、1499、1500、1501、1502、1503、1504、1505、1506、1507、1508、1509、1510、1511、1512、1513、1514、1515、1516、1517、1518、1519、1520、1521、1522、1523、1524、1525、1526、1527、1528、1529、1530、1531、1532、1533、1534、1535、1536、1537、1538、1539、1540、1541、1542、1543、1544、1545、1546、1547、1548、1549、1550、1551、1552、1553、1554、1555、1556、1557、1558、1559、1560、1561、1562、1563、1564、1565、1566、1567、1568、1569、1570、1571、1572、1573、1574、1575、1576、1577、1578、1579、1580、1581、1582、1583、1584、1585、1586、1587、1588、1589、1590、1591、1592、1593、1594、1595、1596、1597、1598、1599、1600、1601、1602、1603、1604、1605、1606、1607、1608、1609、1610、1611、1612、1613、1614、1615、1616、1617、1618、1619、1620、1621、1622、1623、1624、1625、1626、1627、1628、1629、1630、1631、1632、1633、1634、1635、1636、1637、1638、1639、1640、1641、1642、1643、1644、1645、1646、1647、1648、1649、1650、1651、1652、1653、1654、1655、1656、1657、1658、1659、1660、1661、1662、1663、1664、1665、1666、1667、1668、1669、1670、1671、1672、1673、1674、1675、1676、1677、1678、1679、1680、1681、1682、1683、1684、1685、1686、1687、1688、1689、1690、1691、1692、1693、1694、1695、1696、1697、1698、1699、1700、1701、1702、1703、1704、1705、1706、1707、1708、1709、1710、1711、1712、1713、1714、1715、1716、1717、1718、1719、1720、1721、1722、1723、1724、1725、1726、1727、1728、1729、1730、1731、1732、1733、1734、1735、1736、1737、1738、1739、1740、1741、1742、1743、1744、1745、1746、1747、1748、1749、1750、1751、1752、1753、1754、1755、1756、1757、1758、1759、1760、1761、1762、1763、1764、1765、1766、1767、1768、1769、1770、1771、1772、1773、1774、1775、1776、1777、1778、1779、1780、1781、1782、1783、1784、1785、1786、1787、1788、1789、1790、1791、1792、1793、1794、1795、1796、1797、1798、1799、1800、1801、1802、1803、1804、1805、1806、1807、1808、1809、1810、1811、1812、1813、1814、1815、1816、1817、1818、1819、1820、1821、1822、1823、1824、1825、1826、1827、1828、1829、1830、1831、1832、1833、1834、1835、1836、1837、1838、1839、1840、1841、1842、1843、1844、1845、1846、1847、1848、1849、1850、1851、1852、1853、1854、1855、1856、1857、1858、1859、1860、1861、1862、1863、1864、1865、1866、1867、1868、1869、1870、1871、1872、1873、1874、1875、1876、1877、1878、1879、1880、1881、1882、1883、1884、1885、1886、1887、1888、1889、1890、1891、1892、1893、1894、1895、1896、1897、1898、1899、1900、1901、1902、1903、1904、1905、1906、1907、1908、1909、1910、1911、1912、1913、1914、1915、1916、1917、1918、1919、1920、1921、1922、1923、1924、1925、1926、1927、1928、1929、1930、1931、1932、1933、1934、1935、1936、1937、1938、1939、1940、1941、1942、1943、1944、1945、1946、1947、1948、1949、1950、1951、1952、1953、1954、1955、1956、1957、1958、1959、1960、1961、1962、1963、1964、1965、1966、1967、1968、1969、1970、1971、1972、1973、1974、1975、1976、1977、1978、1979、1980、1981、1982、1983、1984、1985、1986、1987、1988、1989、1990、1991、1992、1993、1994、1995、1996、1997、1998、1999、2000、2001、2002、2003、2004、2005、2006、2007、2008、2009、2010、2011、2012、2013、2014、2015、2016、2017、2018、2019、2020、2021、2022、2023、2024、2025、2026、2027、2028、2029、2030、2031、2032、2033、2034、2035、2036、2037、2038、2039、2040、2041、2042、2043、2044、2045、2046、2047、2048、2049、2050、2051、2052、2053、2054、2055、2056、2057、2058、2059、2060、2061、2062、2063、2064、2065、2066、2067、2068、2069、2070、2071、2072、2073、2074、2075、2076、2077、2078、2079、2080、2081、2082、2083、2084、2085、2086、2087、2088、2089、2090、2091、2092、2093、2094、2095、2096、2097、2098、2099、2100、2101、2102、2103、2104、2105、2106、2107、2108、2109、2110、2111、2112、2113、2114、2115、2116、2117、2118、2119、2120、2121、2122、2123、2124、2125、2126、2127、2128、2129、2130、2131、2132、2133、2134、2135、2136、2137、2138、2139、2140、2141、2142、2143、2144、2145、2146、2147、2148、2149、2150、2151、2152、2153、2154、2155、2156、2157、2158、2159、2160、2161、2162、2163、2164、2165、2166、2167、2168、2169、2170、2171、2172、2173、2174、2175、2176、2177、2178、2179、2180、2181、2182、2183、2184、2185、2186、2187、2188、2189、2190、2191、2192、2193、2194、2195、2196、2197、2198、2199、2200、2201、2202、2203、2204、2205、2206、2207、2208、2209、2210、2211、2212、2213、2214、2215、2216、2217、2218、2219、2220、2221、2222、2223、2224、2225、2226、2227、2228、2229、2230、2231、2232、2233、2234、2235、2236、2237、2238、2239、2240、2241、2242、2243、2244、2245、2246、2247、2248、2249、2250、2251、2252、2253、2254、2255、2256、2257、2258、2259、2260、2261、2262、2263、2264、2265、2266、







# 蚤の市 BANZAR

## 譲りてはなれ

★ UFOの写真や重大限之間に関する本など  
★ 高見知佳「ファースト・デイト」のテープ  
★ 「UFOと宇宙」創刊号14号までの4冊  
★ 「UFOと宇宙」なるべく美品を希望。往復  
★ 「コスモ81」の創刊号と「ニュートン」(教  
★ 「UFOと宇宙」創刊号14号までの4冊  
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★ 「UFOと宇宙」なるべく美品を希望。往復  
★ 「コスモ81」の創刊号と「ニュートン」(教

松町2-17-23)  
★ 「現代カラテマガジン」94号以降、「パワー  
★ 「UFOと宇宙」44、45、50、51、53、54  
★ 「別冊マーガレット」(74年9・11・12月号)  
★ 「週刊マーガレット」(75年40・76年22号)週  
★ 「別冊マーガレット」(74年9・11・12月号)  
★ 「週刊マーガレット」(75年40・76年22号)週

★ 「UFOと宇宙」26、54号「ユニグラム」1  
★ 「UFOと宇宙」26、54号「ユニグラム」1  
★ 「UFOと宇宙」26、54号「ユニグラム」1  
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★ 「UFOと宇宙」創刊号153、55、59、61  
★ 「UFOと宇宙」創刊号153、55、59、61  
★ 「UFOと宇宙」創刊号153、55、59、61

★ 「UFOと宇宙」26、54号「ユニグラム」1  
★ 「UFOと宇宙」26、54号「ユニグラム」1  
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■もと「UFOと宇宙」の創刊者で数年前のUFOブームの火付け役となったUFO研究界の第一  
人久保田八郎が、アトムフェー研究のための1961年に創始した日本GAPは、UFO問題に関  
連してア氏の生命科学研究の活動を開始し、今や会員千数百名を擁する世界屈指のUFO  
と宇宙哲学研究グループに発展。人間の宇宙的目的に指導的役割を果たしています。●日本  
GAPはアメリカGAP本部(ショーシ・アタムスキー財団)公認の日本支部として、密接  
な連携下に機関誌発行、口内研究会(東京は上野の文化会館)年次総会を開催し、全国13か所  
に支部を設置して各地で同創研究会を結成し、会員の精神の向上と自覚カマの形成に絶大な  
貢献をしており、UFO事件の追跡のみにとどまらず、宇宙の法則の探求実践を主唱して向上  
した人は無数にいます。●今年度もアメリカGAP本部訪問とメキシコの旅を実施しました。●年  
4回刊行機関誌「GAPニューズレター」は現在74号を発行中。本格的なUFO研究の権威上ア  
トム紙。40頁。UFO問題や他惑星の偉大な人類存在の謎と宇宙の法則の探求の内幕。

「GAPニューズレター」  
第74号 ¥700 〒200  
★ハガキは「入会案内書希望・UFO1月号」と明記して  
〒133 東京都江戸川区本一色町365 818 日本GAP (会費 (小) (8) 電話03(65)10956 掲載東京4 35912

**日本GAP**  
宇宙的人間への  
成長を指導する  
世界有数のUFO  
と宇宙哲学研究  
の国際的大集団  
会員募集



鈴木忠 (宮城県仙台市)

読者の  
イラスト



荒木登喜男 (佐賀県唐津市)

●読者の方々のユニークなイラストを毎月募集しています。なお、掲載分には謝礼としてブック券 (1000円) をさしあげます。ふるってご応募下さい。

イラスト大募集!



工藤尚子 (北海道札幌市)

菅谷十 (茨城県鹿嶋市)







# UFOファン集まれ

● 岡本雄雄  
(〒615 京都市右京区西京極南方可15  
富永重直方)

● 現在、宇宙開発はめざましい飛躍  
を遂げようとしています。宇宙  
生命体としてのわが身に目覚め、地球  
人類としての目覚め待とうではありませんか。  
宇宙界・地上界・地下界の各人  
の行動およびその影響、宇宙界や地  
界の差異の存在、宇宙の神秘について  
天正光生(23)

● (〒332 埼玉県入間市黒須1-12-4  
1403) ● (〒0429-6412571)

● 義務と責任をモットーにし、積極  
的な人類経済活動家が集結します。  
新しい地球の人類に加わりませんか。  
「新地協」は地球経済協会、地球民協  
会、サバイバル研究会の歴史をうけつ  
ぐソウルジャーナリズムに力を入れています。  
入会金1000円、月会費500円、  
積極的な活動会で、(〒113-0001)  
を目標としています。

● 牧山好美  
(〒214 神奈川県川崎市多摩区登戸新  
町4-11 サンハイツA2001号)

● 私たちは「ASP」という会を結  
成し、宇宙に対する一般物理学はも  
とより、ロケット工学、宇宙物理学も  
天体物理学などの研究問題に対し積極  
的な活動を行なっています。つきまし  
ては、これらの問題に興味、理解のあ  
る方と語り合ひ、そこから新しい可能  
性を引き出したいと思っています。や  
る気のある方は連絡してください。  
杉山信幸(高2)

● (〒211-01 栃木県・ト・山才広2-  
12-39)

● 宇宙に興味をもちたいための、意識  
的、科学的、哲学的な活動。福岡県中  
津市、夢とロー・キー・プロジェクト、  
せんか、騎士たち、ゆけ、んさい、

● (〒510-02 三重県鈴鹿市寺家3-35)  
● (〒510-02 三重県鈴鹿市寺家3-35)

● 色彩治療、音による治療、振動治  
療に興味のある方、研究している  
方、資料をお持ちの方、連絡してくだ  
さい。  
重久和徳  
(〒100 東京都千代田区西久保3-1-5  
100-2-101号)

● 会費なし、1か月1張なし。何もな  
し、(真ゆき)さん、似たり若者の集ま  
りを作り、(とせ)さん、アルファと  
は「魁子」さん、(A)さん、(まへく)同  
年代の方で、(まへく)方、男女関係いませ  
ん、(ボササ)さん、(ロフ)さん、(ア)さん、  
ロジーンズ、Tシャツ愛好者大歓迎し  
ます。  
松原幸平(21)

● (〒277-01 千葉県浦安市堀江258  
912)

● UFO&ESP研究会ではあなた  
のUFO目撃情報、UFO写真、  
機内ビデオなどを求めています。た  
だいま、(切手)60円切手同封の上、  
(切手)60円切手同封の上、  
(切手)60円切手同封の上、

● (〒701-17 香川県高松市・リ川東  
下568)

● 県内、近県の方でGAP、CLA  
に加入している方、または超心理  
学、心霊などに興味のある方、連絡し  
てください。  
小宮山信幸(23)

● (〒289-04 長野県北佐久郡北御牧村  
御牧原2970)

● よへて、(マ)に挑戦する但  
し、(マ)研究会、(マ)会員を募集し  
ています。また、(マ)との交  
流を望む(マ)、(マ)希望者は60円  
切手同封の上、  
早田多佳子  
(〒600-53 兵庫県姫路市日高町鶴岡  
394-16)

● 優良宇宙人との交流を夢見るみな  
さん、「宇宙友好連合」を結成  
しようではありませんか。UFOサー  
クルのみならずの参加をお待ちしてい  
ます。  
松村雄亮  
(〒211-01 神奈川県藤沢市山手区横浜  
2-12-12号)

● AKUNE、ステリークラブでは  
ESP、UFO、心霊などを研究  
しています。発足8ヶ月で、会員がま  
だ少ないので、UFOに興味のある方  
はぜひ会員に。入会金、会費なし。た  
だし会誌の欲しい人は、会誌代を1年  
分まとめていただきます。会誌は10ペ  
ージ程度で不定期発行。60円切手同封  
の上、連絡くだされば、入会案内書  
を送ります。  
外戸口利行(UFO班)

● (〒799-16 鹿児島県久松市・前川  
379612)

● 日本超自然科学研究会では、より  
多くの人にUFO、宇宙人とはな  
んたるかを知ってもらうために情報機  
関誌を発行すべく準備しています。つ  
きましては、資料を提供してくださる  
研究会の方、連絡してください。  
山村浩幸  
(〒209-23 福島県相馬郡鹿島町字岩  
妻2-15)

● 超能力とし出現象を主に研究して  
います。研究上、(マ)の(マ)の  
2つに付して得られている疑問、問題  
点、あるいは資料を求めています。今  
までの研究、(マ)られるものは、  
尾垣政晴、(マ)さん、  
(〒210 神奈川県藤沢市東柏ヶ谷1-  
26-17)

● 地球が今問題と なっています。こ  
の雑誌で意見を同じくする人を求  
めます。  
飯田輝久(17)  
(〒552 大阪府淀川区新高5-19-2)

## UFO目撃情報

● 目撃者の氏名・年齢・学生その他  
● 目撃者の住所  
● 目撃日時  
● 目撃地点  
● 天候  
● 目撃継続時間  
● 同時目撃者  
● 目撃方法  
● 物体の形状  
● 飛行状況その他

● 吉尾俊(19・学生) ● 林田由利  
郡大内町寺226 ● 1976年  
2月10日午前5時30分 ● 自宅から  
200メートルほど西 ● 晴れ ●  
30秒ほど ● なし ● 肉眼 ● タマ  
ゴ形 ● 母に頼まれて、早朝に近所  
の家に手紙を届ける途中、(マ)上  
空を鳥海山方向より、(マ)飛行す  
るオレンジ色の物体を見ました。物  
体は、ずっとオレンジ色く輝き、秋  
田方向へと消えていった。  
★ ● 成田かつ子(30・保母) ● 秋田県  
大内町岩谷日渡 ● 1981年7月  
8日午後1時5分頃 ● 自宅の庭で  
● 晴れ ● 20秒ほど ● 2-3人の  
知人 ● 肉眼 ● ドーム状で下部に  
つばがあり、妻わら帽子のような形  
● オレンジ色の球体で、町の上空20  
メートルほどを低空飛行して秋田方  
面に飛び去った。町から2キロほど  
離れたところでも、町の上空を飛ぶ  
円形の物体が目撃されています。

界から、それらのものが生まれたと考えてもよいわけである。それと同じように、UFOも自然現象に似て、自然界から生まれるのかも知れない。

(偉人の疑問)  
地球から光を照射した場合、光子を基準にとつて(最初に飛び出した光子から見ても)地球が光速で飛んでいると考えてもよいのだろうか。

### 科学と宗教

井田真樹(18)  
(千田一02 東京都葛飾区新町1-10)

古代ギリシヤ、カ、現存し主なる。目撃と、物と互いに他物に開眼にある、解とされ、ました。

そもそも今日の科学の起源は、前6世紀にエーゲ海の沿岸都市ミレトスに始まり、人々は何の疑念もなく信じられてきた。神の啓示と捨て、自然をありのままに考察し、としたのです。

そして、初めて自然を物質的にとらえたのです。「万物は流転する」といったヘラクレイトス、宇宙の秩序は数にあるとしたピタゴラス、そして何よりも興味深いのは、宇宙におけるいっさいの生成と消滅、変化はアトム(結合と分離)と、「 $\pi$ 」すると考えたデモクリトスです。彼は感覚や世帯などの精神作用もアトムの運動や、を叩しようとしたが、これは生物学的に正しい、考え方だと思えます。

その後、ソクラテスによって、真理の客観的証明が試みられ、プラトンに至って後、科学者として暗黒の時代に突入していき、科学の開花は14世紀のルネッサンスまでもちこされたのでした。

一方、宇宙なるものの絶対者は、先史の時代から、とくに形態を持つことを必要とせず、今日の機械文明の繁栄があるがゆえに一層、神格化されて客観的解釈のみ行なわれる状態

に追い込まれたのではないのでしょうか。そして、科学の時代といわれている今世紀科学と宗教とは今もって争い続けているのではないのでしょうか。私にいわせれば、両者ともその究極的な目的においては同一なのですが……。この争いは、唯物論と観念論の争いであるともいえるのではないのでしょうか。

しかし、これら以上、アインシュタインの相対論の発見によって完全に融合したのです。つまり、真理あるいは宇宙の絶対者とそのもと、ある人間(精神)によってのみにこだわる必要はなくなったのです。なぜなら、この両者は互いに質量とエネルギー、すなわち精神的起動力(これ自体宗教的解釈かもしれない)という形において、変換が可能であることが証明されたのですから。

科学というものが誤解され、過信されている現代管理社会で、私たちは科学という精神の本来の意図を、はつきり認識しなくてはならないのです。宇宙は唯物論的、あるいは観念論的かという争いは、アインシュタインによって休止符が打たれたのですから。

### 想念

鮎田信夫(24)  
(千田一 石川県金沢市白菊町14-8)

この專欄もよく読んでびっくりしました。みなさん、す、を、考えているのですね。私なんか、おもしろい映画やつてないかと、RCのコンサート、もう一度見たいなんてことばかり思っているような人間なのです。音楽はポップ・マーレーを聞いています。

しかし、みなさん、もっと身近な問題も考える必要があるんじゃないですか。何気ない日常の中から何かを見つつけようとする姿勢が必要なのではないかと思えます。とくに若い人は謙遜を怠るべきだと思います(エラソウニ)。

こんを非ユートロジスト人間なのですが、今から6年前に不思議な球体を見たのです。それはピンポン球ほどの大きさのものでした。窓は開いていましたから、ガラスを通り抜けたものと思われます。それはオレンジ色に光っていました。

それから、どうなったのかよくわかりませんが、とにかく目にその光が焼きついてしまいました。その時は、なにがなんだか、おけかわからず、友人に話しても信じてはくれませんでした。

先日、そのことをふつと思出したのです。それが、ハリー・ケルンに、この球体の正体らしきもの、を尋ねてある本を見つけたのです。なにかテレビ番組のようなものを頭の中にビシッと感じて、つい買ってしまっただけですが、そこにはこう書いてありました。

それは母船から発射された想念だということです。物質じやなかったわけですね。それから、その球体を受けた人は考え方が変わってしまったのだそうです。しかも見込まれた人に向けて発射されるのだとも書いてあったのです。

へえーっという感じで読んでいたのですが、考え方が変わったということは確かなことなのです。内向的だった人間が今じゃ外向的な人間になっています。これは自他共に認めることなのです。

でも、そのことがあの球体のせいであるかどうかはよくわかりません。しかも、わからないことは、なんで私のような人間に、あの球体を送ってきたのかということ。私ははつきりいって、ごく普通の人間で、とりたてて特別の能力を持っているわけでもないのですから。ただ、宇宙に関する興味は小さいときから持っていました。私は井上ひさしさんが好きなことに、を、から、のです。

それでは、みんな毎日その光を見たいにせつにして、長生きしよう。

TRANSCENDENTAL MEDITATION

# TM

超越瞑想

“人間は喜びを見出し、創造し幸福をまきちらすために生まれてきている”——マハリシ

あなたは、その能力を十分に活用していません。  
TMにより、あなたの潜在力を開発し人生をエンジョイしましょう。


●各地センター連絡先

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●資料をご希望の方は送料として60円切手同封の上、下記までご請求下さい。

国際TM協会東京WPC(U&S) 原 千田一 中央区八重洲2-6-13  
千田ビル5F ☎03-274-5850

●各地WPCでは毎週日曜日夜7時より入門講座(説明会・無料)を行なっております。



創始者 マハリシ・マヘッシュ・ヨーギ



# 日本最古のUFO記録

本元三郎  
（〒104 埼玉県浦和市辻4-1-4）

本誌8月号（73号）に「日本UFO記録のフォークロア」と題して、日本の古文書である「今昔物語」や「新暦年代記」に書かれてあるUFOの記録を紹介しているが、7月20日付の朝日新聞に松本弘氏が「奇怪な奇明記」と題した記事の中で、大要に興味ある問題を提起しているので、ユーフロジストと自称している諸兄と共に松本氏の見解を考えてみたいと思ふのである。

松本氏は「歴史家はあまり気にかけてないようだが、奇明記に見られる女帝の記事はどう奇怪なものはない」として、次のように述べている。

「奇明は高麗女帝の重祚（じゅうそ）だが、その即位の年の5月、空中を竜に乗って飛ぶ者がある。その顔は唐人に似て、背い油の笠をつけて（唐風の装束か）葛城山から生駒山を越え、住吉（すみのえ）の上を過して西へ走り去った」とある。

よた奇明が死ぬと、その夕に朝倉山の上

大笠を着た鬼が現われ、豊の儀式をのぞいて見た」とある。大笠と唐人の着た背き油の笠とは同一だろうか、奇明の即位とその即位とは首尾対応している。これは唐の水鏡によつて戦傷死した奇明の「千兆」と「結果」の暗示であろう。いうまでもなく奇明はずっと後から書かれている。

大要に失礼かもしれないが、松本清敏氏はUFOの存在をあまり考えたことはないのではないかと思ふのである。ここで、「日本奇紀」（岩波書店「日本古典文学大系」日本奇紀 下）を実際に読んでみることにしよう。

奇明天皇（37代）の項には次のように記されている。  
夏五月の庚午の朔に、空中にして龍に乗れる者有り。龍、唐人に似たり。背、油の笠を着て、葛城山より、馳せて住吉山に降りぬ。午の時に及至りて、住吉の山の上より、西に向いて馳せ去る。

八月の甲子の朔に、皇太子、天皇の腹を奉じて、居りて、物に似たり。是の夕に、朝倉山の上へ、鬼有りて、大笠を着て、豊の儀を臨み仰る。衆皆て怪す。

松本氏によつて、「日本奇紀」の文を、「奇明の即位とその即位とは首尾対応している。これは唐の水鏡によつて戦傷死した奇明の「千兆」と「結果」の暗示であろう」と解釈しているが、私にはどうしてもそのようには考えられないのである。

本誌の諸兄は「旧約聖書」にあるエゼキエル傳第1章に書かれてあるUFOの描写であるといわれている文章は読まれていることと思ふが、そのように正確な訳語を持っている者には、松本氏のような理解はなされないのではないだろうか。

素直に文章をそのまま読む限り、「おおよそらの中を、龍の形をした飛行物体に乗った者がいたが、その者の姿は、中国の唐の時代の服装に似ていた」と理解しない。

また、奇明天皇当時の人が「龍、唐人に似たり」という表現は、現代人のわれわれから考えれば、ガウンのような宇宙服を身につけた者として想像できるのだが、諸兄はいかがでしょうか。

さらに文章は、「背き油の笠を着て」とある。これは月面に着陸したときの宇宙飛行士たちが身につけた宇宙服を着ている姿を連想したいのだが、これもすこし、私の思い過ごしでしょうか。

「鬼有りて」とは、当時の人からすれば、まさに、「もうこしびと」に似た異様な者は、「鬼」と思えるのではないだろうか。

私には、どうしても異星人の姿を当時の人が見て書いた文章であると思えてならないのだが、諸兄は日本文に書下された「日本奇紀」の文章を読んで、どのように考えられるでしょうか。

## 先行催眠

尾理政晴（18・大学生）  
（〒104 神奈川県横浜市東区東郷台1-26-17）

靈魂の不滅を立証するものの一つに逆行催眠がある。催眠術によって、魂の記憶を過去（前世）へとたどるものだが、これを土台として一つの仮説と実験を思い立った。

まず仮説として、魂のたどる運命は、遠い過去から輪廻転生を繰り返して、現在に至り、さらにはかな未来まで決定されているものだと考えた。ちょうど長い映画フィルムの中でわれわれはその現在までのストーリーを消したにすぎず、すでにその先のストーリーも定まっていると考えたのだ。

相模として、超能力の一つに予知能力（予

言）があるが、これはどの魂にも運命が存在するからこそ、何か未知の動きで、そのたどるであろう運命を見ることがあるのだと考えたからである。

そして、そこで最初の逆行催眠とは逆に、催眠術によって、今度は魂の未来の記憶（運命）をたどることができないかと考えたのである。仮にこれを逆行催眠に対して、先行催眠とする。

もし、この実験が実現し、先行催眠によって仮説通り運命というものが存在するのなら、このことは未来予知が、心霊現象と関連していることになり、心霊現象、超能力などの超常現象の研究には多くのノリットを与えることにもなる。

しかし問題として、逆行催眠はそれを行なう際に非常に危険をともなうということである。まして、常識では当然あるはずはないと考えられている「予知」の力を催眠術によって開きだす予知催眠が、実際に可能なのだろうか。

## 僕たちのUFO

清川由司  
（〒144 東京都大田区西郷台3-36-18）

エレクトロニクスの発展とともに、人間の精神のメカニズム（超能力のメカニズム）が解明されたらどうなるだろうか。

人間はこの両者をつなげて、精巧な人工頭脳をつくりだし、人工的な超能力をつくりだすかもしれないと思っている。

もし、そういうことができたなら、それ自体が、一つか、あるいは複数の頭脳をもったUFOをつくりだせるかもしれない。それは、全力によって、自由自在に動かせるUFOだと思ふ。瞬間的な移動や浮動が可能になると思ふ。

飛行機やロケットは自然の法則に従ってつくられている。つまり、逆に考えれば、自然

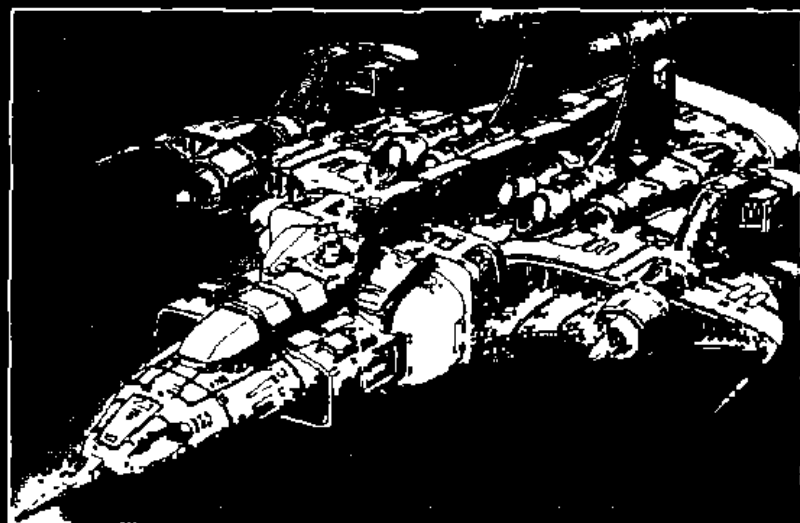
C O N T A C T

# 読者の「CONTACT」広場

● 106 ● UFO目撃情報 108  
● UFOファン集まれ 103 ● 文通しよう! 109  
● 読者のイラスト 110 ● 声の西 111



▲ 米沢寿夫(大阪府羽曳野市)



北村晃男(東京都墨田区)

編集部からのお願い●できる限り多くの方々のご意見や情報、イラストなどを掲載するため、声欄に投稿される方は、400字詰原稿用紙2枚程度に内容をまとめて下さい。またUFO目撃情報・文通しよう!・UFOファン集まれ・イラスト・蚤の市に投稿される方は必ずハガキ(ハガキと同じ大きさも可)をご使用下さい。「声」「イラスト」欄掲載分には謝礼としてブック券(1000円)をさしあげます。





# みこ 美子ちゃん

★ 毎月 29日  
◎ 読場よし  
◎ 矢吹和子

「日」は  
50年の歴史が  
あるそうですね  
と、宇宙人は  
いって  
おります

スマキデクカ  
ウゴニイテンケ  
シンベテウユシ  
ンレンブ 20チ  
ニ。  
イイコツカノ

「テキストはハイ  
ンター式で、他い  
やすいのです。  
手紙の書き方も  
教えてくれます  
す」と  
いっております

「日」は  
50年の歴史が  
あるそうですね  
と、宇宙人は  
いって  
おります

「一日 20分  
の  
沖出ペン字  
極定に合格で  
きます。カッコ  
イイ」と  
いっております

スマレクテエ  
シオモタカキカ  
ノミガテ。  
ステノイスヤ  
イカツテキシ  
ダンイバハト  
スキテ。

「日」の  
「ミちゃん」は  
地球上で  
一番の美人  
です」と  
いっております

ウヨシマ  
イラナヲ  
シンベルーボ  
ンサナミノ  
ウユキチ。  
ヒツヒツウ

「日」の  
「ミちゃん」は  
地球上で  
一番の美人  
です」と  
いっております

ウヨシマ  
イラナヲ  
シンベルーボ  
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いっております

ウヨシマ  
イラナヲ  
シンベルーボ  
ンサナミノ  
ウユキチ。  
ヒツヒツウ

自分の字に自信が

もてるようになりました。



東京都  
吉沢 深雪

私は小学生の時までは、習字の時間ほそれほどキレイには書きませんでした。でも、私は習字の書きかたもタイプなのか、習字の書きかたも、鉛筆やボールペンなどを使うと、とてもひどい字になり、友達の手をうらやまし、思っていました。ある日、マシカ浦に、日本の美子ちゃんを見て、話してみると、私と同じような、のようになって、いっしょのまにか考えるようになった。そして父や母に相談して、早速申し込みのハガキをドノノに入れました。数日後、教習所へ、日本のボールペン習字の習字を始めました。おかげさまで、今は自分の字に自信がもてるようになりました。

●いま入会すると、ステキなボールペンがもらえます。

「実物大練習書き上達のしおり」を、無料でさしあげます。下のようにハガキに書いて今すぐポストへ。

「案内書」を送って下さい  
郵便番号  
おところ  
おなまえ  
電話番号

〒107 東京都千代田区  
富士見2の10の16  
日本ペン習字研究会  
163の15係

# GSR2 バイオフィードバック

わが心からのメッセージ

GSR2は世界で一番多く使われているバイオフィードバックです



世界70ヶ国余に輸出され、特にアメリカでは病院や大学等へのシェアは90%以上にもなり、GSR2がいかに信頼性が高く、使い易いかを示しています。せっかく購入しても、大きかったり、使いにくいと三日坊主になってしまいます。この点GSR2は安心で、いつでも、どこでもすぐ使用できます。GSR2で自分の心を知りそれを鍛えてゆきましょう。

GSR2で訓練すると...

1. ストレスを追い払い、リラックスできる。
2. 精神統一がうまくなり、集中力が養える。
3. すぐに瞑想に入れ、アルファ波が出易くなる。
4. 人前でドキドキしたり、あがったりしなくなる。
5. 記憶力が増し、受験生に最大の武器になる。
6. ESP能力が増すととも言われます。

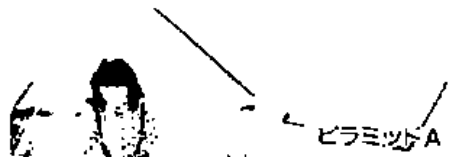
GSR2は別売のサーミスター(10,000円)で、体温によるバイオフィードバックも可能です。又、メーター(7,000円)や、お年寄、お子様に便利な電極(3,000円)もつけられます。ケース付セット価格38,000円

●長さ10cm ●幅2cm ●高さ4cm ●重さ100g  
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—の実験が色々できます。

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S(シルバー) 3,000円  
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ESPトレーナーやESPカードでテレパシー、プレコグニション、クライヤボヤンス、サイコキネシスなどの能力の確認や強化ができます。



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ESPトレーナー 12,000円  
ESPカード 1,200円

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振り子はヒットラーやベトナム戦争にも作戦に使用されました。魔法の振り子は潜在能力開発の最も基本となる道具の一つです。自分のかくれた能力を引出しましょう

2,000円

ダウジングロッドと併用すると効果も上ります。

## 念力開発器

(ロジックルツァン・ダイヤレット)



人はだれでも潜在的に念力を持っています。ドイツのパラ十字団が念力強化に使ったロジックルツァン・ダイヤレットで念力を確認・強化しましょう。あなたもすぐに自分のかくれた能力に気がつくはずで、そして訓練を積むにつれ強化されてゆくのが分ります。

8,000円

## プランセット

(西洋式こっくりさん)

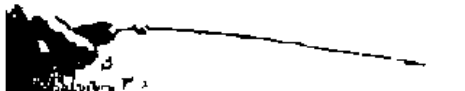


霊の存在を感しますか。プランセットで不思議な現象を試してみてください。プランセットはあるものの将来や為すべきことを暗示してくれます。

6,000円

## バスキーニ・ペンデュラムA

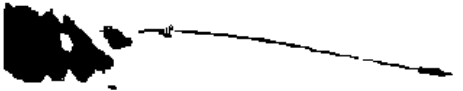
(一室式)



イタリアのバスキーニによって考案された、大変敏感なダウジング用具で、初心者でも充分使いこなせます。(イギリス製) 10,000円

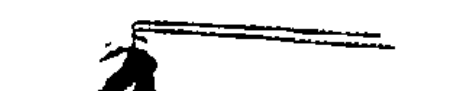
## バスキーニ・ペンデュラムB

(二室式)



サンプルを空筒に入れて とても高度なダウジングができます。世界的にも有名なダウジング用具です。(イギリス製) 12,000円

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## オーラ・メガネ



人体から放射されるオーラが、訓練によって見えるようになります。

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●全国の「主婦のアイディア」でも展示販売致しております。







発行所 UFO時評社  
〒108 東京都港区三軒が樋  
2-20-23 電話 03-34011521

### 「ティーチ・イン・UFO」東京で開催

報告/石井貞志

去る8月16日、東京 代々木のオリンピック記念青少年総合センターにおいて、「ティーチ・イン・UFO」が開催された。

参加したパネラーは、南山宏、大田原治男、大谷淳一、岡本譲治の各氏。この他にUFO・ESPクラブの上迫鏡治君がこの催しのために岡山から上京した



▲左から大田原、南山、岡本、大谷の各氏。

り、しばらくUFO界から姿を消していた(一)東大UFO研の藤木文彦氏も加した。参加者は合計で20名くらいだった。

討論会は、南山氏と大田原氏の一騎討ちの格闘を呈し、UFOの目撃には特異日があるとす大田原氏の説をめぐって激しい意見の交換がなされた。

南山氏の同説への批判は、使用されたデータに関するものだった。つまり、大田原氏の使用したデータが、現在目撃のうちでも、すでにさまざま見解や好みなどから選択されてきたものに限られていること。しかしこれに対して会場から、「母集団からの選抜の条件が、24日の日付であるということでないならば、そのデータは、正体不明な出された標本と見るしてかまわないのではないか」との反論が出た。

今回は、時間の不足や司会の不手際から、検討しきれない議題がいくつか出てしまった。このため、さらに詳しい討論のできる場として「超常現象研究連税講座」(仮称)が開設されることになった。テーマは、UFO現象に限らず、あらゆる超常現象の基礎的な方法論から最先端

## 各種研究サークルだより

### 日本宇宙現象研究会

代表・並木伸一郎

来る10月3日(土)から4日(日)にかけて、高尾山山頂にて、秋のUFO観測会を実施します。参加希望者は往復ハガキにて当会へてお申し込みください。なお、現地には宿泊施設はありません。寝袋、食事などは各自で用意してください。

〒150 東京都渋谷区神山町5-12

### UFO教育グループ

主幹・韭沢尚一郎

アダムスキー型UFOの目撃体験報告を募集中です。信頼のおける詳細な報告には、通信誌「UFO教」最新号を贈ります。

9月27日に大阪地区で、映画

の学説までを扱うことになっている。参加希望者は、ハガキもしくは電話にて直まで連絡を。

〒125 東京都葛飾区南水元3-3-8 1109 ☎03-360-3160  
9-5578 石井貞志

と講演の会を開きます。詳細は平山(☎0798-6712644)あてにお問い合わせください。

10月の説明会は17日(土)午後1時30分から「千駄谷区民会館」(渋谷区神宮前1-1-10)懇談会は3日(土)午後5時から「カフェ・ジャルケン」(☎03-4338-2676)で行ないます。

〒190-12 東京都西多摩郡瑞穂町石畑819番地2 シャバマーハイツ502

日本ラエリアン・ムーブメント 責任者・永井啓三男  
去る8月6日(木)、東京と仙台において大集会(年4回)が開催され、当会の説明、活動内容報告、入会申し込み、コンタ

クト・セレモニーなどが行なわれました。また、会報「エロヒム」(2000円、送料60円)、会誌「アヤカリアス」(1500円、送料170円)もできあがり、順調に軌道に乗った当会です。

なお、右記の会報と会誌の購入希望者は、東京5-8627 9日本ラエリアン・ムーブメントまで、郵便振替にて申し込んでください。

9月の集会は23日(水)午後3時より、東京・新宿文化センターにて行ないます。

当会に関する問い合わせは左記までお願いします。

〒160 東京都新宿区新宿5-15-13 新宿ハイツ302 ☎03-3352-6020  
重力研究所 所長 前家新一

ハノーバー国際会議の論文集が完成しました。  
トランジスタコイルに関する所長の論文が、「PACE」(世界クリンエネルギー協会)の機関誌に掲載されました。  
ICUFONのフォンケピクツキー会長より、カテガトサウンスの円盤写真の原葉を入手し

# 世界の UFOニュース

## アメリカ 真つ赤な目をした怪生物が出現

3、4分間に6つもの輪が見られ、外側の輪は20、30メートルの大きさにまでなり、中心部が暗くなるにつれて輪は消え

その直後、青白い輪は輝きをと

りもどした。この間に音はまったくなかったという。

（『毎日新聞』1981年8月6日）

1961年3月11日の夜、ケンタッキー州ケーシー地区在住のアーリン・ギルビン（19歳）は、謎の光体と真つ赤な目の怪生物を発見。その後アーリンの手は緑色に化し、右目下は紫色にヤケトも負っていた。しかし翌朝にはそれらの変化が一夜のうちになたたく消えてしまったのである。

この悪夢のような事件の夜、彼と母親は自宅でテレビを見ており、その時、電気ボンブアカドリルを使っているような怪音が聞こえ、2人で外を見るとオレンジ色に脈動する球形の物体を発見。母が先に現場に行き、確認するために近づいてみると、その球体はダンスを踊るような動きで彼女と一瞬間を併せていた。彼女は危険を感じて現場を離れようとしたが、いかにい

われない感覚で体をこみ身動きができないうちに陥った。しかし、必死に、りきり自宅に戻った。

その間アーリンは近所の人々に通報し、銃を構えて現場に向かった。現場近くを歩いている

時頭上にオレンジ色の丸が現われた。それは何かの物のけのよう、何か巨大な原人のものらしかった。彼は身長180センチだがそれよりもはるか2メートルもの高い所に位置していた。彼は叫びて発砲したが同時に物は消えてしまっていた。

彼は夢を見ていたような感じ、近所の人々の家に行く途中再び背後に現われたので驚愕しようと思つた。しかし、不思議なことに体が動かず銃の引き金をひくとささえてできなかった。

彼はパニック状態に陥り無我夢中で伯父の家へ逃げ込んだ。伯父と伯母そして母が介抱している時に彼の手が緑色のパウダーを塗ったように色が変わって、驚いて処置をしたが手の色が元にもどるようすはなかった。

アーリンが落ちつくまで母は自分たちが体験したことを話していた。すると父がアーリンが起きあがり外へ飛び出していったのである。そして彼は、赤い目の物体と向かいあい話をしているよつてあつた。この事件はここで終わっている。

後日、アーリンの診るところによると、その怪物は何かアーリンに話しかかっているようであり、彼の頬に触れてきた。その時に電気が触れたような感覚に襲われたという。相手のぶらしきものは、電気的な音というだけでも彼に理解できるものではない。その中からこれを見守っていた彼の親類、

（『Weekly World News』Jun. 30, 1981）

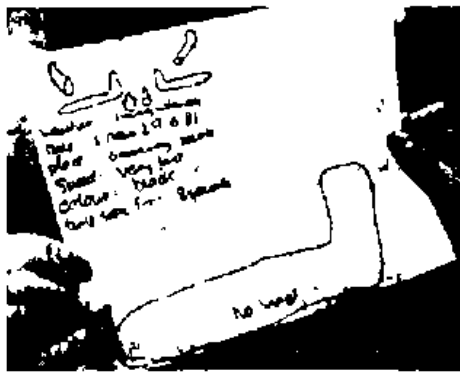
## イギリス 3人の少年が奇妙な物体に遭遇

6月29日午後5時頃、英国のサウスウェールズ州ラムニーの公園で遊んでいたクレイトン・ブライト君と弟のラン君、そしてスチーブン・スキップル君の

3人の少年は、空中に怪音を発する奇妙な形の飛行物体を目撃した。さらにこの物体が併せて飛行でターンした時に翼がない、とも彼らは確認した。それは、普通の航空機とは異なる他の物体に間違いなかったのだ。その後、物体は猛スピードで飛び去っていった。

目撃者の1人ブライト君は物体について、「怪物の直径は約15メートル、そして空中に約8分間ぐらい見えていた」と語っている。

（『South Wales Echo』Jul. 1, 1981）



# UFO UPDATE

## 台湾 光り輝く物体の群が縦列飛行

7月9日の夕方5時30分より2時間にわたり、台北市上空に光り輝く物体の一群が出現、多くの市民が目撃した。また岡山天文台の台長である馮氏も、「未確認飛行物体」として不明している。

市民によるこの現象の報告を総合すると次のようになる。

(1) 位置は、ほぼ金星の下方。

(2) 縦列ではあったが、規則的な並びではなかった。

(3) 仰角約5度。

(4) 白色に輝いていた。

(5) 光度は0等から1等間の光点である。(金星や微光星は1等光度)

この5つの点から天文台は、台北海峡の上空1万メートルに位置し、時間は5時30分から7時40分に至ると推定した。大きさ、面積、色および運動力向については資料不足のため判断不可能の状況である。

蔡章隣氏は、7時8分に台北橋から白い9つの光体を目撃。彼はオートバイでそれらを追跡し、三重市の市役所まで行ったが、すでにその光体は消えていた。7時14分であった。桃園の田際空港でも係員らが、7時から40分の間目撃した。そこでは15個の光体が階段状に並んでいたという。蔡氏とは数と場所の違いがあるが、7時40分に消えてしまいうまでは天文台の報告と一致している。



空港では同物体をレーダーで追跡してみたが、スクリーンに反応はなかったという。

天文台では最初、軍部が飛ばしている高気球が、太陽の反射により白い光体という現象になったと判断していたが、その時間帯における軍部の行動がなく、さらにその光体長い時間1カ所にとどまったまま動く気配がないという点から、明確な判断ができなかった。

一方、某機構によりこれらの

光体は人工衛星のもたらす現象だと表明されているが、これもまた1カ所に長時間滞在している事実から考えて、違うということが判断できる。

したがってこの現象は、天文台の台長である馮氏の実証がある限り、「不明な飛行物体」、つまりUFOであると解釈して差しつかえないであろう。

## アメリカ 銀白色に輝く葉巻型物体が飛来

5月13日の夜中、ジム・シエルトン氏は、テキサス州上空を飛行する葉巻型のUFOをデグノマラントの自宅の窓から目撃した。シエルトン氏によるとそのUFOには舷窓があり、緑色と黄色の射光にあわれ、また尾流を噴射していたという。

同日午前0時30分頃、テレビを見終わり寝室へ行きかけた彼を見終わり光体を見かけた。外に輝く光体を見かけた。不思議に思いよく見ると、それは葉巻型の物体であった。最初、彼は戸外に出てあるという以外、他の航空機や墜落していくくらいにしか思えなかった。彼の妻も



1トルの正度、数秒の上空を通過していったという。

さらに、同日同時刻頃テキサス州からオクラホマ川方面へ緑と黄色のライトを輝かせ飛来していく巨大な九体カ、仕事帰りの婦人たちに目撃されており同州ではいま話題となっている。

「DENISON, TEXAS HE. RALD May 17, 1981」

## 中国 チベット上空をUFOが通過

7月24日、中国チベットに輝くピンポン玉大のUFOが出現した。目撃者は自治区の氣象局副局長である。

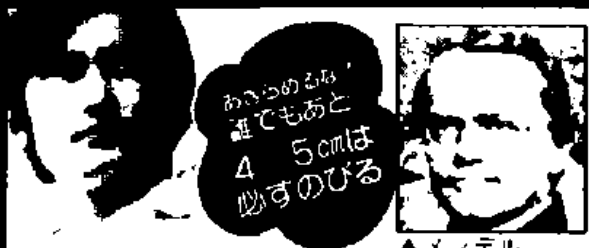
この謎の物体は、さまざまなるさの青白い輪におおわれ、北東の空を東から西へ時速約20キロで7分間軌跡を残して消え去った。移動中に中部は明るさを増し、外側の輪と反方向に回転しはじめ、暗くなると同時に輪は消えた。

この謎の物体は、さまざまなるさの青白い輪におおわれ、北東の空を東から西へ時速約20キロで7分間軌跡を残して消え去った。移動中に中部は明るさを増し、外側の輪と反方向に回転しはじめ、暗くなると同時に輪は消えた。

実行者全国で  
**50万人突破!**

# ひくい背をのばす法

「確実に」

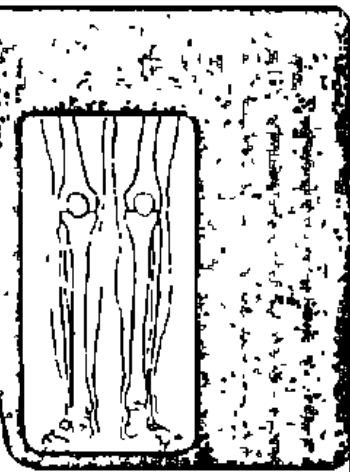


あきらめず  
誰でもあと  
4-5cmは  
必ずのびる

「背が低いのは生まれつき」と諦めてしまふのはまだ早い。遺伝の影響はわずか23%。この方法は残り77%に3大秘訣で効果的に働きかけ、止まっている背を短期間のうちにグングンのはし

「背が低いのは生まれつき」と諦めてしまふのはまだ早い。遺伝の影響はわずか23%。この方法は残り77%に3大秘訣で効果的に働きかけ、止まっている背を短期間のうちにグングンのはし

一人でも一日10分とカンタン。薬も器も使わない自然な方法なので、身体に無理をかけず、副作用の心配もなく安全です。また、専門ノックアップの個人指導も無料で受けられるので一人で思い悩むこともなく着実に背をのばせます。あなたも今すぐ入会してカッコ良く背をのばそう!



## 「こんなにもびた!」体験談ご紹介

●「足が長い」と言われ感激!



高兵和英くん (相模原 20歳)  
アメリカのペンフレンドと初めて会った時「足が長いね」といわれ感激。目標の180cmまであと2cm!

●3大秘訣で9cmものびた!



和田浩くん (愛媛県 17歳)  
友人に背を追い抜かれるたび悩んでいましたが「3大秘訣」で9cmものび素晴らしい効果に驚いています。

科学的  
新「スピード身長増進法ですぐのびる!!」

チャンスだ!  
お申し込みは  
今すぐハガキで!

### 《ハガキの書き方》

〒170-91  
東京豊島区東池袋4-2-7  
東京クラブ  
身長部  
〒170-91  
JFC 397係

※必ず捺印して下さい  
入会します。至の特  
材一式送って下さい。  
●支払方法 (A) 現金 (B) 振込  
〒住所  
氏名(フリガナ) 姓  
年齢 電話  
※18歳未満保護者様名

●お急ぎの方はお電話で  
東京 (03) **987-6471** 代

東京クラブ  
〒170 東京都豊島区東池袋4-2-7

### 現品急送 代金アト払い

- お支払い方法
- ①一括払い(送料300円) **特価 3,500円**
- ②分割払い(送料サービス) 月々わずか2,000円 × 2回
- ③④ご都合の良い方法で

代金は教材到着後7日以内に、同封の振替用紙で、お近くの郵便局よりご送金下さい。

### 通信指導システム

一人一人が安心して自分に背をのばせるように、すべて教材で専門のアドバイザーがあなたの質問に責任をもつて親切で適切なアドバイスをします。相談しながらのびしていくという他に類を見ない、全く新しいシステムです。

### 【無料進呈!】

この方法を詳しく解説した「ダイジェスト版」を無料で差し上げます。背をのびたいあなたにきつと役立つはず。右記宛ハガキで請求下さい。先着順です。





# 永遠肉体生命達成能力の自實現

永遠肉体生命と永遠肉体そのものの、御自力による自己實現能力を達成されていられる為に、これからの生命維持上の力へや、これからの生命生存上の力へや、あるいはあなた御自身の将来の永遠肉体生命そのものや、将来の永遠肉体生命そのもの、将来の確実な御自力による自己實現や自己達成等の現実の前に構たわっている、無数の生命維持上の力へや生命生存上の力へや、無数の生命の「生と死」の力へ等々とを、今のあなた御自身の中にある永遠肉体生命の能力そのものと、永遠の肉体の能力そのものとの絶対確実な御自力による自己實現達成の能力等々によって、それらを完全に、御自力で自己撃破し、自己撃滅し、御自力で自己突破されていられることによって、将来のあなた御自身の永遠肉体生命そのものと、将来の永遠肉体生命そのものとを、現実にあなたお一人の御自力で自力自己實現をなされ、そしてそれを最後迄現実にあなたお一人でなしとげられていられる為の御指導をこちらで行なっております。

御訪問時間を前もって完全お約束の上で、直接こちらまでにおでかけ下さいませ。(案内書無料)

お問い合わせは ☎03(657)7619番へ

山崎和 永遠肉体生命達成能力の自實現指導所  
(住居) 〒168 東京都新宿区東本町5-1 自衛の守衛ビル5F503

流し続けるための、通常の操作手続きがまったく無効になってしまうのだ。

UFOが静かに夜の闇の中に去ってゆくと、この操作手続きは有効性を回復し、回路はきちんと接続されたままとなり、電流は正常に流れはじめた。

この事例は、明らかに次のことを示唆している。

UFOの接近にもなつて引き起こされる停電現象は、じつはしもその推進装置などの原理的特質に基づく副次的な、しんかつて、企図されないうころの、単なる結果としての客観的効果——たとえばロケットの轟音とか、自動車の排気ガスのたぐい——ではな

く、むしろ意図的な発送電磁波として、故意に作用させうる、一種の攻撃手段としての効果によるものだという点である。そればかりでなく、例によって

この点を地球人に間違いないと理解させるための示威目的の行動パターンがはつきり読みとれるのである。

地球人の高次元電磁波そのもの、ないしはその安全制御系についての、単なる観察やデータ収集が目的だったとしたら、このように、電線に沿って低空をゆっくり移動していくなどというような、物好きで酔狂なふるまいをする必要はないはずである。きわめて鋭敏かつ高精度の探知能力と、高速で

正確な通信情報処理能力を持つ、進歩した探査機器装置体系をフルに活用すればいいのだ。高圧送配電線の各支線にいくつもの探査機を配置して、同時

観測を地上するか、あるいは、電線に沿って、高速で1航過ないし2航過すれば、充分なデータを収集できると考えられる。

にもかかわらず、ここで示されたようなのんびりした行動をとったのは、地球人の、純粋に反し速度が直ぐ判断所要時間の長い通信情報処理システム、のろまなテンパにわざと足並みをそろえてた地味な展開して見せ、UFOの存在と電流障害との間の因果

関係と、その発現の具体的な順序ないし過程を、わかりやすく、唱えて含めるように教え込むことを企図したからだと見るべきだろう。

このような具体的目的をなしに、一定のリスクをとまなう、低空におけるこの種の漫歩などはしないと考えられる。というのは、いくつかの事例が示しているように、いかに反応速度が遅く、判断所要時間の長い地球人といえども、UFOの叫びがいたずらに長時間を費やして、のんびりした行動を不甲斐にとつた場合は、かなり危険な反応を加える可能性が皆無ではないのである。

また、ナイアガラ滝を equal 付近でも、大停電が始まる直前に、丸い輝く物体か、あるパイロットによって空中から目撃されたという報告されているのである。

この情報は、11月14日に、NBC放送の解説者、フランク・マックジーによつて報道された。

ニューヨーク市内では、停電が始まってから20分後、マンハッタン上空を飛ぶ丸い光体や、タイム・ライフビルからなどから目撃された。「タイム」誌のカメラマンがその写真を撮り、11月19日号にそのうちの1枚が掲載された。

そのほか、ワイラデルフィア市、ニューアーク市、マサチューセッツ州、ロードアイランド州、ニュージャージー州、ニューヨーク州、ペンシルバニア州など、少なくとも、合計30個以上の空中を飛ぶ、正体不明の光体が見られた。

### UFOの存在と電流障害との因果関係

ある種のUFO接近にもない、これに起因すると推定される何らかの物理的作用によつて、閃光、音響を問わすあらゆる電気回路の電流に、擾乱をいし妨害効果をもたらされる事象があることを示す。数多くの報告が寄せられている。その中には、都市の照明や

電の夜に目撃されたことが明らかとなつてゐる。

とくに注意すべき報告として、9日午後4時30分、すなわち大停電発生約1時間前、UFOを追跡するニュー

ヘイブン州で目撃された小例がある。ロケットのジェリー・ウィーラーとジョージ・クロニッカーは、この時、ワイティオート上空を飛んでおり、発見直後に地上航空管制塔に無線電話で報告を送つた。

彼らは、はるか上空を、2個の輝く円盤型の正体不明の物体が飛んでおり、これに2機、ジェニー機が追いつて、この追跡をふり切つて逃げてしまつたのであつた。

そのあとすぐ、UFOは、急激的な加速を行ないあつた。間にジェット機の追跡をふり切つて逃げてしまつたのであつた。

道に卓一人の飛行機、もたらされはじめる。すなわち、11月14日のアメリカ・イリノイ州タマロアの事例、同日25日、ブラジルのモジ・ミリンゴで発生した事例がある。

翌1958年8月3日には、イタリアのローマで何個の物体が飛り出している。1個の発光するきわめて大きなUFOが、ローマ市上空に出現して飛ぶまわつたのだが、その真下にあたる山の部分が停電に見舞われ、UFOが飛び去ると、燈火はもとどおりつたといふ。

1959年1月22日には、アルゼンチンのサルタ市上空に、このタイプのUFOが出現し、同様の現象が発生している。

同年の8月17日の夜には、ブラジルのミナス・ジェラスで、接近したUFOが、高圧送電線系の中の自動回路遮断器を作動させ、UFOが近傍にある間は、ワイナを入れて回路を接続させることが可能という、特異な現象が発生した事例が見られた。

この事例については、きわめて徹底した調査が行なわれ、詳細な記録がつけられている。それによると、計器や装置が、送配電線系の中の電流の流れに、一時的な性質の、ある種の障害が発生していることを示し始めたので、



▲ローマでも類似の事例が発生。(写真/WWF)

この送配電線系に属する発電所や送電中継所の責任者たちは、相互に電話で問、台合せを始めた。

原因はすぐわかつた。この高圧送電線に沿つて1個の未確認飛行物体が低空をゆっくり移動して、たのだ。物体が近づくと、回路遮断器がひとりでに作動して、回路を断つてしまつたといふ。この発光物体はシステムの中枢ステーションの1つであるニューブランデイヤアでは、UFOが到着する数分前に責任者たちがその警告を受け取り、回路遮断器の前に待機してゐた。

警報とおりUFOがやって来ると、回路遮断器が自動的に作動して、回路を断つた。彼はまた、ワイナを入れて、回路を接続させようとした。しかし、すぐに回路遮断器が再び作動してしまふ。何回ワイナを入れても無駄だった。問題の電機形のUFOがそばにいる限り、送電線に電流が



▲マンハッタン上空に出現したUFO。(写真上部)

たシルエットの向こう側に隠れてしま  
った。ちょうどそのあと、カー・ラジ  
オは大停電が始まったと報じた。午後  
5時30分のことだった。

たまたまこの時、シラキューズ航空  
管理官代理ロバート・C・ウォルシュ  
はシラキューズ市の下町上空500  
メートルを飛行中であつた。彼は空中  
で、大停電の始まるのを目撃した体験  
を、「シラキューズ・ヘラルド・ジャー  
ナル」紙の記者に次のように語ってい  
る。

「私はその時、突に気味の悪い思いを  
しました。自分の目が、急に見えなく  
なったんだと思ひ込んでしまったので  
す。しばらくはどうしてよいかわかり  
ませんでした。

しかし、街を走っている自動車のヘ  
ッド・ライトが見えたので、盲目にな  
ってしまったわけではないんだという

ことがわかりました。そこで、空港管  
制塔を無線電話で呼びました。管制塔  
はすぐ出ました。非常用電燈を使つて  
いたんですね。だが管制塔の連中も、  
何が起つたのかさっぱりわからんと  
いうんです。

私は飛行場に向かおうとして、真つ  
暗な虚空の中を見つめて目をぼやしま  
した。ちよつと前まで、無数の燈火が  
ちりばめられていた下界には暗黒が広  
がっているだけでした。暗闇の中に見  
なれた放送局の鉄塔を見つけ、これを  
たよりに無事着陸できたという次第で  
す。

ところで、その数分後のことでした。  
私は同僚たちと一緒に滑走路の上に立  
って、停電についてワイワイ論じてい  
ました。その時、1個の大きな光球が  
ぐるぐる回りながら上昇していくの  
を見つけたのです。高度は30メートル

ぐらいで、光球の直径は17メートルぐ  
らに見えました。それからどんどん  
昇ってゆき急に見えなくなりました。  
光球が姿を消してから数分後、第2  
の光球が出現したのを、ウォルシュを  
含む空港関係者たちが目撃している。  
また、これらの光球が地上から目撃さ  
れたすこし前に、類似の光球が空中か  
ら目撃されている。

飛行術教員のウェルトン・ロスと、  
彼の生徒である電子計り機技師名のジ  
ームズ・ブルッキングの搭乗機は、  
シラキューズ市上空で練習飛行中だつ  
た。地上の燈火がいつせいに消えると  
同時に、機内の照明も消えた。

この時、ロスは問題の光球を発見し  
たのだ。初めはあまり地面に近い位置  
にあつたので、建物の火事だと思つた。  
だが、よく見るとそれは、空中に浮か  
んでいる直径30メートルほどの球型の  
物体であることがわかつた。2人とも  
その真つ赤に灼熱した天体みたいに見  
える飛行物体にすっかり驚いてしまつ  
た。

物体は、飛行場や市街との位置関係  
から、クレイ送電中継所真上にあると  
推定されたが、やがて、高圧送電線に  
沿って移動しはじめ、急激に速度を増  
して、ついに見えなくなつてしまつた。  
心配に苛められたロスは、一部始終を

管制塔の人々やウォルシュ航空管理官  
代理に報告した。

「シラキューズ・ヘラルド・ジャーナ  
ル」紙が報じたところによれば、シラ  
キューズ市内ないし近郊の住民たちか  
ら同紙に対して、問題の大停電の時に  
奇怪な輝く飛行物体を目撃したとい  
う報告が100件以上も殺到した。

この、シラキューズ目撃報告群につ  
いての現地調査が、民間UFO研究団  
体NICAP（企米空中現象調査委員  
会）によつて数週間になつて行なわ  
れた。同団体は、アメリカでもつとも  
権威のある民間UFO研究組織で、高  
い知名度と手堅い調査実績を持つてい  
た。

調査の結果は、大停電時に、シラ  
キューズ市上空に、1個もしくはそれ  
以上のUFOが存在していた強い可能  
性がある、というものだった。

ちなみに、クレイ送電中継所は、ナ  
イアガラ心電電圧からニューヨーク市  
に送られる電流の自動制御が行なわれ  
ている戦略的枢要点である。すてに

大停電発生の9日のうちに、田山臣官  
サイラス・パンス、国家非常事態計画  
局、そして多数の専門家たちが、崩壊  
の連鎖反応の最初の環が、この地点で  
発生したことを一致して認めていた。  
問題の中継所である。



▲ジョンソン大統領は徹底的調査を命令。(写真/WWP)

このようにトビの真相を公表してしまつたのだ。だが、この種の声明や発言は、電力局や電力会社を、きわめて難しい立場に立たせることを意味した、といふのは、電力会社は問題の高圧

送電線網に各発電送電系統をまとめて相互接続する計画が、最初提案されたときに、それが各公益電力小売会社のみならず、消費者にも利益をもたらすものであり、電力をより安価かつ、より安定的に供給することを保証する手段だと説明していたからだ。

東北部とカナダの一部に電力を供給しているすべての発電所、およびそれらの電力の送配電線網と、消費者の回路のすべてを接続して一体化する。そのことにより、時間的、場所的に凹

凸が発生する電力需要に対し、無視なく円滑に電力を供給し、必要な瞬間に必要な場所で、つねに適当な電圧を維持することができるようになると強く主張したのである。

電力会社側は、連邦電力局や議会小委員会に対し、数回の所に長備される自動安全装置からなる安全制御系統によつて、いかなる特異的連鎖反応効果や、この種の事故の発生も防止できると受けあつたのだ。ところがこれらの受けあいや主張とまったく反対に統合高圧送電線網は、全面的な連鎖反应的連鎖反応を引き起こし、最大規模の停電をもたらしてしまつた。

連邦電話局はかつて、この計画と装置を審査占拠しつゝ、トワイト・ハウスに対し提案された統合高圧送電線網のシステムは、いかなる重大な停電事故も引き起こさないだろうと答申していたのだ。

いまやこの答申を根拠から疑わせるに充分な大停電が、現実に発生してしまつたのである。

かくて連邦電力局は、無能と、審査占拠のずさんさを厳しく非難され、各公益電力会社は、その虚言とその結果に対する社会的責任を徹底的に追求されたのだ。

厳しい反応は、国境線の北側で起こ

つた。カナダ首相は、11月14日、アメリカ連邦電力局に対し、自国をアメリカの停電事故から守るため、「カナダ

アメリカ東部送電相互結合体」から脱するかもしれないことを正式に表明した。

### 停電地帯全域にわたりUFO大群出現

たか、アメリカの報道関係者は、弾効のほこ先を電力局や電力会社に向けなかつた。その理由の1つは、腕っこの記者たちが、困惑しきつて現場の技術者たちや、調査にあたつた電力専門家たちに直接面接して得た感触に起因している。

つまり、電力局や電力会社の「説明不能」という公式声明が、どうやら掛け値なしの真相を語つてあり、大停電の原因が、統合高圧送電線網の装置体系ないし、安全システムの欠陥に基づくものではなかつたらしいと判断したことによる。

だが、決定的な役割を演じたのは、大停電の直前から停電期間中、停電地帯全域にわたつて、数十機のUFOの大群が出現していたという事実が、停電直後から次々に確認され始めていたという状況である。

たとえば、「インディアナポリス・スター」紙によれば、インディアナポリス交響楽団の首席指揮者レナト・パッチーニらのグループは、大停電直前に、シラキューズ方向に向かつて降下

していき、非常に明るく輝く1個の光点を目撃している。

パッチーニは妻とともに、この日、彼の2人の兄弟である電子工学技術者のハムバート、地学技師のラモンたちを訪問するため、インディアナポリスからシラキューズに空の旅をしてきたのだつた。2人の兄弟とその妻たちはシラキューズ空港で、パッチーニ夫妻と合流した。6人は自動車で乗り込んで最終目的地ロチェスターに向かつた。

午後5時22分、車を高速道路に乗り入れたとき、西の空はまだ明るかつた。パッチーニは、その西の空を背景にして飛ぶ、きわめて強く輝く明瞭な1個の光点を発見した。彼は車内の人々に、その光点を眺めるようにうながした。全員がそれを見て、大変奇妙な光点だといふ一致した意見を述べた。

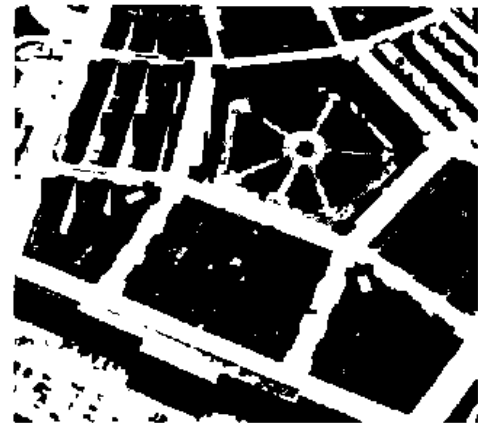
高速道路上を車を走らせていくと、光点はシラキューズに向かつてどんどん高度を下げながら飛んでゆくのが、数分間にわたつて見えた。そして最後に、きわめて低空にまで降下してしまつて、丘や建物のごちゃごちゃし

夜中を過ぎていた。地上の電車やバスは運行していなかった。地下鉄の乗客ともども、飢え、疲れた人々は、停車している電車やバス、地下鉄の駅、ビルのロビー、線路上や歩道で眠ったのであった。

停電に起因する救急患者が運び込まれた病院の中には、非常発電設備が不十分なことか多く、ローソクを用いたり、自動車のヘッドライトを外側から1階の窓にあてて、手当てと処置をするありさまだった。

聖パトリック教会には、敵の攻撃や、超自然現象に恐れおののいた大勢の人々が集まってきていっばいになり、ひたすら神の加護を求めて祈っていたという。

停電に襲われた他の都市でも、同様の深刻な事態が発生していた。ニューヨーク放送局は、バッテリーおよび非



▲ペンタゴンの声明はでたらめだった。

常発電装置の電力で、かろうじて放送を続けた。

ワシントンのABC放送の解説者は、ニューヨークの情報について、市民の驚くべき冷静さと協力があつたと述べたが、これらはいずれも、必ずしも全面的に正確な報道ではなかった。一部にはヒステリー状態になった市民たちもあり、部分的には、パニック状態も発生していたのだ。さらにもっとも本質的、危険なのは、電の通信系統が麻痺してしまつたことだった。

## 米軍通信網は完全に半身不随となつた

ペンタゴンは、大停電が始まるとすぐ、異変を予感して、「軍事的な緊急事態は何ら発生していない」という声明を公表した。彼らは通常どおり、停電が発生している地域の軍事基地との間の通信連絡を維持している、というのだ。

どう実際には、この声明とはまった

く逆だった。大停電地帯内外の軍事通信系は大打撃を受け、寸断されてしまつていたので。声明の異常なまでの素早さは、この軍事的緊急事態をすこしでもカバーしようとする比死の努力の一環だったのである。

信じられないくらいにハカけた話だが、当時、アメリカ本国内の多数の軍ト地

信所と通信回線は、独立した予備電源を持たず、問題の民間発電電網、すなわち「カナタ、アメリカ東部発電電相互結合体」にのみ依存して、

したがって、この民間発電電網に加えられた大打撃は、まったく同時に、アメリカ武装兵力の中核神経系統に対する痛打となつた。地対空戦闘を誇っていた、陸海空3軍は、一時にして半身不随となつてしまつたのだ。

大停電の報告は、ただちに、テキサスの私邸に帰っていたジョンソン大統領に伝えられた。情勢は当然、国家非常事態宣言の発令を必要としていた。入り、全面的パニックの発生を恐れた人々には、非常事態計4局に対して、その発令をさしとめる指示を出した。

そしてその夜は、一晩中、5分置きに小使の報告をするよう命じた。さらにその夜のうちに、連邦電力局に対して徹底的な調査を命令したのであつた。

連邦電力局長ジョセフ・C・スウィルターは、第一級の専門家多数を動員して、2日にわたり原因の究明に懸命になつた。だが結論は、原因不明であつた。やむなく彼は、次のような声明を公表した。

「東北部停電は、結局、完全に説明することはできないかもしれない。このような事態が、再び発生しないという

保証はない。」

電力会社関係者たちも、本質的にこれと同じ見解を公表した。たとえば、東北部諸州とカナダの一部の主要な電源となつている、ナイアガラ・モホーク大発電所の所長チャールズ・ブラントは次のように述べた。

「大停電の原因について、われわれにはまったく説明がつかないんです。送電線のどこにも断線は起こっていません。具合の悪い発電機は一つもありません。故障を起こした回路遮断器もまったくないので、要するに、すべての設備も機器も正常であつたにもかかわらず、停電は発生したのです。」

ニューヨークでは、コンソリテッド・エジソン電力会社のスポークスマンが、巨大な主水道管の破裂事故にたとえて、次のように語つた。

「相互に接続している送電線網がまるで大地の中への大規模な短絡が発生したみたいに、ほう大な量の電力をあっという間に消費してしまつたのです。われわれは、これを何とかして説明しようといういろいろ試みましたが、結局、骨折り損に終わってしまったというわけです。」

政府や報道関係者、一般世論の原因説明の激しい要求に耐えかねて、連邦電力局や各公益電力事業会社は、つい



▲停電時、ニューヨーク市はラッシュ・アワーだった。(写真/WWP)

合わなかった。  
オペレーターたちはみな、このような混乱を経験したことかかった。いくつかの地点では、一連の電線の過電圧が発生し、統合高圧送電線の各所に危険な電圧増大をもちこんだ。  
空気駆動発電機の一部は運転停止を介保なくされ、危険にはわづがった。電力は、ボイラーの安全弁を突き開かせた。電圧が止まってしまったので、各ポンプや空気圧縮機、その他の補助装置はみないつせいに停止してしまっただ。そのため、非常用発電機が動かない発電所は、数時間にわたって運転を再開できなかつた。その間、お手上げ状



▲大停電は1965年11月9日午後5時30分に起きた。(写真/WWP)

## 送電線システムの機能崩壊で大混乱に

停電が始まった午後5時30分、ニューヨーク市ではラッシュ・アワーのピークにあり、数百万もの人々が路上に足を途中で止められてしまった。60万人以上の乗客を乗せた地下鉄600本が立ちどまり、数千人の人々が、非常停止装置が働いて階と階の間に止まって動かないエレベーターの中に閉じ込められてしまった。道路交通関係のすべての増人か、信号機を含めて消えてしまったため、多くの山路で大混乱と大渋滞が起り、広

とし、コネチカット、マサチューセッツ、メイン、ニューハンプシャー、ニュージャージー、ペンシルバニア、バールモントの各州全境とハワイ州などの一部に広がっていた。

やトンネルは詰まってしまった。国境を越え閉鎖され、飛来した着陸予定の便は他の都市にまわされた。ニューヨーク港やハトソン河、イースト河にあった船舶は、陸上の航行誘導レーダーその他の安全設備の機能か麻痺してしまつたため、きわめて危険な状態にさらされた。

だが、急行エレベーターの場合は途中の階にはドアがないので、この方法はとれなかつた。そこで建物の壁をこわして穴を開け、箱の壁も切り開いて人々を助け出すという、非常手段がとられた。

途中で停止した、エレベーターの中に閉じ込められたままになっている人々の救出が、ようやく始められた。各

いずれにせよ、多くの場合、閉じ込められた人々は、実際に助け出されるまで何時間も暗闇と不安の中に放置されていたため、ショックで精神錯乱を起したり、一部には死者まで発生した。

地下鉄の中に閉じ込められた人々は、すこしずつ車輪から抜け出て、暗い線路道のトンネルの中を、駅や出入口まで歩いて脱出した。最後の乗客がそこまでたどりついたときには、すでに真

まに、コネチカット、マサチューセッツ、メイン、ニューハンプシャー、ニュージャージー、ペンシルバニア、バールモントの各州全境とハワイ州などの一部に広がっていた。

# UFOの対地球戦略・総合分析①

# アメリカ大停電。ハミツク

## 日本の見えない大学情報部

宇宙空間の支配者たちは、新たな示威的攻撃に出た。アメリカ北東部とカナダ2州の送電線システムの機能を、崩壊させてしまったのである。そして、自分たちの存在を誇示するため、停電地帯全域に円盤群団を襲来せしめたのだ。

1965年11月9日夜、ニューヨーク市を含むアメリカ北東部の9つの州と、カナダの2州からなる、人口3000万人以上の居住する一帯を、突如大停電が襲った。これは、異星の宇宙艦隊が、展開している各種戦闘手段の威力を示すために行なった、示威的攻撃であったと推定される。事態の経過は、専門誌「パワー」に同誌の編集長J・J・オコナーが書いた報告によれば、概要は次のとおりだった。

この日の夕刻、ナイアガラ滝の北方2キロメートルにあるサー・アダム・ベック第2発電所は正常な運轉を続けていた。この発電機群は、5つの高圧送電ラインを通じて、トロント市に電力を供給しつづけていた。電力負荷はたつぷり余裕を残して、安全限度内であった。だが、突如として、甚大な故障が起きたように継電器が作動して回路が断たれたのである。

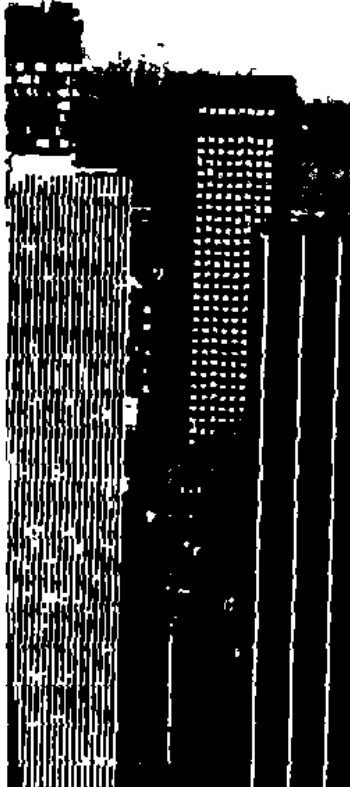
これによって、5本のトロント・ラインのうちの1つの接続が切られた。ここまでは、日常的なごく普通の作動経過であった。しかし、その秒り起こった反応は、まるで悪夢のよう異常なものだった。

これに続くちょうど4分間に、カナダ・アメリカ東部統合高圧送電網の機能が崩壊してしまったのだ。接続が切られた最初の1本に続いて

すぐ、トロント・ラインの他の4本の回路も遮断された。あたかも、安全制御系統がまったく存在していなかったかのごとく、ものすごい規模の電流の動揺が、いくつかの送電線干渉帯に向かつて、一瞬のうちに通り抜けていった。

激しい電圧応答を起こして、クレイ送電中継所とセント・ローレンス河発電所とが機能を失い、さらに「カナダ・アメリカ東部統合電相互結合体」全体が、4個の遮断された部分に分裂してしまった。

問題の災害が襲うまでは、29カ所の公益事業発電所が、この統合高圧送電線システムに接続されていた。いくつかの所では、自動装置が、発電所も送電網から遮断するか、技術者たちが人急ぎで切り断した。だが、大部分の発電所では、電圧のすさまじい動揺があまりにも急速に襲ってきたので、間に



# 霊的障害

に应えます!

# 原因不明の病苦

に应えます!

- 霊障で苦しんでいた人が救われました。
- 原因不明の病気の人がよくくなりました。
- 水子霊にたたられた人が救われました。
- 悪因縁で苦しむ人が救われました。
- 現代病の人が元気になりました。

**霊視**(方位、就職、結婚、離婚、事業など)  
**招霊、浄霊、除霊などすべて**  
**水子霊の供養など**

放映テレビ出演中  
(左端)



中村和子

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毎月一回、東京に出張いたします。東京近郊の方は下記明法道場にご連絡ください。 ■東京連絡先 ☎03(632)8260

でに物理学で適用されている完全な真実の一種として認識することが重要であること、また霊的能そのものを直接処理してゆく可能性について、真剣に研究 実験すること、これらが必要であると注出した。

虚状能のコントロールが可能になれば、電荷と電磁気に関するすべてがコントロール可能となる。したがって、化学的・物理的な効果と相互作用のすべてがコントロール可能となるのだ。

また、「精神」を物理学で研究していくことに対して、「反発感を持つのをやめていただきたいものである。量子力学それ自体も、長い時間をかけて物理

学を知覚間の関係の研究に変えてきたのである。

しかし、マルゲノーとリンゼイが指摘したように、その方程式の背後にあるかもしれない世界については、量子力学はまったく何も説明していない。

UFO研究家の仲間には、現在のモデルで、すべての既成のモデルを包含していることを指摘したい。モデルは、想像可能なあらゆるタイプの「真実」が存在することを予告しており、これらのものは連続して刺激を受けている状態にある。

したがって、われわれには、星からの来訪者(特定の代替真実形態)、人間の

には運転することのできない金属製の宇宙船、宇宙服を着た飛行員、小人宇宙人、ロボット、サスカン・風のものの、天使、小鬼などが 現実存在しているのだ。また単に夜間光体ではないものも発生しているが、この夜間光体が多数の現象を作りだしているのである。

また、UFO現象のすべての局面——車の停止や通信不能、ガイガー計数管の反応、コンタクトの体の麻痺、コンタクトに付随した非現実的や夢幻感覚を含めて——にわたって、そのメカニズムは導き出すことか、提示されるのだということに注意しよう。そして仲間たち——その多くは私よ

り立派な資格を持っている——に、研究をここで示した線にそって進め、世界中のUFO現象を理解するように努めることを訴えたい。今までのUFO研究は、部分的で狭い分析努力に限られていた。

UFOが精神と物質と両方に関わっていることは明らかである。それなのにわれわれが、大抵を土台とする現代物理学と一致し、それを拡張する、精神 物質 および精神—物質間の相互作用の科学モデルを提供できない限り、UFO現象に適用でき、それを説明することのできる科学を持つことは期待できないのだ。



に加えて、子供を支配する。小動物、ミューテイレーションも発生しているにちがいない。多くの研究者たちは、UFO現象と関係付けてはいないが、そのようなミューテイレーションは、すでに発生しているのだ。犬、猫、リス、ウサギなどが多数異常な目にあっている。

もちろん、この象徴的な連鎖状のエスカレーションは、現実に人間の子供が超常的にミューテイレーションされる恐怖の起る可能性を示している。

科学の分野においては、研究者は情緒に流されてしまわず、中立を保ちながら、偏見にとらわれないように努めている。しかしながら、直ぐに人間と関わってくる研究においては、科学的無関心といえども、問はずに心を従わせなければならぬ。ダットが出てくる。私にとっては、この超精神医学的分析がそのポイントであることに疑いもない。

1977年の初めにも同様のことを書いたことがあるが、そのときと同じように、いまこの論文を書くにあたって、ベンも心臓も手も激しく震えている。モデルや分析が、まったくの誤りであればいい、と心から願っているのが本音だ。

しかし私の軍人としての経験からす

ると、われわれがすでに次期の世界大戦に向かつて、引き返せない。時代に突入したことは確実である。大戦は文字どおり、ほとんどの瞬間にでも始められるのである。

14年にわたって超常現象の分野でたゆまぬ努力と分析とを続けてきたその全成果をかえりみても、私は一連のモデルと分析が真実であると確信している。

来たるべきものの「タルポイド」的な、しるしと前兆。によって今日明らかになっているものは、人類の恐慌、悲慘であるが、それでも私の確信はゆるがない。

## UFO現象を説 明できるモデル

ここに提起したモデルと原理から、他にも多くのことを取りあげることは可能だが、そのようなことは本稿の目的にはない。

奇異なことに、この分析の結果は、人類に「ハッピー・エンド」をもたらすという事になったが、それは全人類の精神が、われわれがいま宇宙と時間について持っている眼を完全に超越した、超次元的で無限のものへと連

結していくことを、モデルが予告しているからだ。

読者にお知らせしておきたい基本事項は次のとおりである。

(1) 現在の論理も、ここで述べた線にエックリテシス アリストテレスの原理を完全に完結させることのできる「第4法則」を追加することができるとができる。

(2) 第4法則においては、ものごとは相互に排他的な反対物の立場からでもモデル化が可能であること。この方法によると、物質の力からでも精神をモデル化できるのがある。

(3) 物質——エベレットによる量子力学の多世界解釈——は、このアプローチにすぐ使用できる。しかしこの物質は、あまりにも異様であるため、ほとんど完全に無視されている。にもかかわらず、この物理学は、人間に基づく現代物理学の基礎全体に完全に合致する。

(4) したがって、ここに提出したモデルは一般に量子力学の原理に合致するものであり、さらにモデルによって量子力学を多重同期概念に拡張することかできる。

(5) ここに述べられた情報と情報へ

ルのモデルは、生物としての人類の集合的紅色目を包含し、空間の空間と時間の骨を超越している。その異常な特性に注目されたい。

(6) このモデルは、現存立されている超常現象と超常現象の、ほとんどすべての種類の「カニズム」を説明する。人類の内部に存在するマトリックスによって、人類の集合的無意識内に発生し、物質化してゆくUFOの理論的「カニズム」——物理学——もここに含まれる。

(7) タルポイドとしてのUFO現象は、冷戦という観点から精神分析することができると。また大量の異常現象も同様にそうであろう。そしてこの分析を完全なものにするには、もうひとつ別の要素、すなわちソ連のサイコトロニクス超兵器の開発が必要である。

この論文は、あくまでも始められたばかりのものであり、「完成品」とみなされることは望んでいない。しかし、この論文は、人間の責任に果たすべきものたちを明らかにすることができ、そして現実には作動している装置が、何台か作られていることと関係していること。

最後は、虚構、というものを、す



図象ノジョン・テイラー・キャトル

介し簡単に分析しておこう。  
乳首が切り取られる——肉の千供  
たちは栄養を失う。

唇、耳、舌が抜き取られる——話す  
自由と聞く自由がなくなる。

生殖器が取られる——西洋では子宮が  
何も生み出さなくなる。

心臓は外科的論議を行なわれる——  
訂戦は執利に——外科的正確さで行なわ  
れる。

ジグザグにも切られる——謀略も意  
図的に行なわれる。

血液が完全に抜き取られる（これは  
外科的に不可能なことだ）——凶悪  
寒の血液はど部——しかも異常な手段で

抜き取られる。

切口は時としてレーザーで切ったよ  
うである（レーザーは無意識において  
未来兵器の象徴である）——進んだ未  
来兵器（サイコトロニクス）が、とど  
めをさす。

キャトル、ミューテイレーションは  
子目的世間の物言ひしたものであり、  
きたるべき戦時中への恐怖を、みこ  
とに表現しているのだ。しかし正統派  
の科学者や政府機関では、このような  
現象に取り組み備へてきていないもの  
の、それを解明するだけの能力は持っ  
ていない。

昔の賢者たちは、タルポイドの物質  
化した北極や、北極のしるしを、集  
合的世間の超し理学的分析によって  
成るころすへを心得ていた。早合的無  
能は、そのころは権力の中、山上  
統治者に集中していた。王に訪れた下  
意識を子言的夢は馬鹿げたことではな  
く、また下意識な争闘現象を重大な脅  
迫の見地から解明することは、愚かな  
ことではなかった。

口段覚醒しておくが、私は粘りをも王  
張しているのではなく問題を提起して  
いるのである。

プロの、歴史的な精神の世間、異  
現象のテークアップナイト所成を、人  
類に対する大きなストレス、冷戦の見

地から分析することを主張するもので  
ある。

## 連鎖状の エスカレーション

もし次の大戦争に先発すれば、  
人類史上いまだかつてないほどの恐怖  
と災害がわれわれを襲ったろう。核兵  
備だけでも、全地球を1〜2時間  
後には、数億の人々を確実に被害し、  
る量に充分達しているからだ。人類の  
生存そのものが危機に達しているの  
である。

だから人類の早合的世間に加わる  
ストレスの要素は、史上どの時代より  
も大きい。

そのため、スターリンはNATOを攻  
撃する前に、スターリンはクレーンと  
が最高限度にまで高められることにな  
るだろう。

雌牛より高度な、女性の象徴が、  
1つだけつけ加えられるはずである。  
それは人間女性だ。だから、ぞつとす  
ることだが、キャトル・ミューテイレ  
ーションの最終段階においては、婦人

のミューテイレーションが続くだろう。  
現に数例ほど発生しているかもしれない。



▲ミューテイレーションされた雌牛。

ミューテイレーションの事例につい  
ては、他の特徴も明らかにしておく必  
要があるだろう。

ミューテイレーションの標記になっ  
ているのは、雌牛だけではない。ある  
事例においては、若い牡馬が、ミュー  
テイレーションされ、もちろしく殺され  
ている。エベリットとこへは直裁的  
である。

青年（若い兵士たち）は、殺される  
運命にある。最初はワルン、ロウ構軍  
の一撃にあり、その直後にはソ連のサ  
イコトロニクス部隊の一撃にあり、絶  
望的となる。

それから人間の過去の歴史において  
は、婦人と子供が、変異して保護され  
いたことを指摘しておこう。そこで、  
雌のキャトル・ミューテイレーション

フルシチョフは1962年にキューバに戦略ロケット兵器を持ち込もうとしてキューバに機を招いたが、このときはまだ新型超兵器を持っていないので、撤退という苦い思いをする事になった。これは大失態であり、何か劇的な方法で埋めあわせをしなければ失脚するのは確実である。

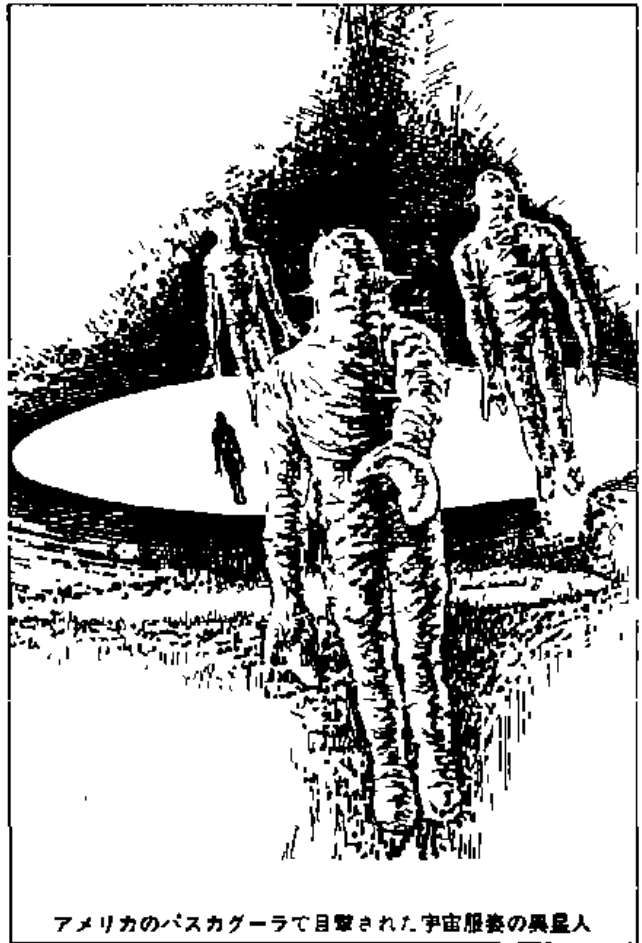
そのためフルシチョフは1963年初頭に劇的なワンツーパンチをくりだした。それは超兵器の作戦配備完了直後である事を強調したい。

現在 ソ連ではおそらく第3世代のサイコトロニクス兵器が配備され、待機していると考えられる。

## ミューテイレ シヨンの象徴性

まずいことにサイコトロニクス装置では、結果が多段的に行なわれる。正回や中位の乱れ(背景)が見られ、走らないと、凝集が維持されず、超兵器は作動しない。短い場合は15分、長い場合には2-3週にもおよぶ下見聞の間隔で東線の乱れがおきて発射も妨害するのだ。

東線の乱れが充分に大きくなると、サイコトロニクス兵器全部が作動しな



アメリカのバスカグーラで目撃された宇宙服姿の異星人

くなる。また大型核爆発は明らかに東線の乱れをひきおこす。だから超兵器を主要兵器として信頼することはできないことになる。一番良い使用法は、下見聞するか、それとも支配的品として人しに衝撃を与えて荒廃をもたらすようにすることだ。

これが発動すると、前例のない狂暴性と速力を持った閃光がきらめき、アメリカの戦略基地や都市や産業中心地

く、しもやヒするまでに恐ろしく破壊されよう。この破壊は信じがたいほど大規模なものになる。ソ連の計画は単純で、3局面で構成されている。

(1) ユーラシア大陸の全加賀。そのためNATOを撃破してヨーロッパを占領し、また中国をせん滅する。これに代りてアメリカ大統領が全面に降り攻撃を検討している。ちょうどこのサイコトロニクス兵器が使用されるのだ。

アメリカの軍事基地や都市地帯は数分以内に灰となり、基地内の原子力兵器は、はじけ散るだろう。

(2) 南アメリカとパナマ運河の占領をキューバ軍が行なう。そのためにこそキューバはアンコラをはじめ15カ国に戦闘介入して夫城堅古をしているのだ。アメリカは既成しており、キューバ軍を阻止する力を持たない。

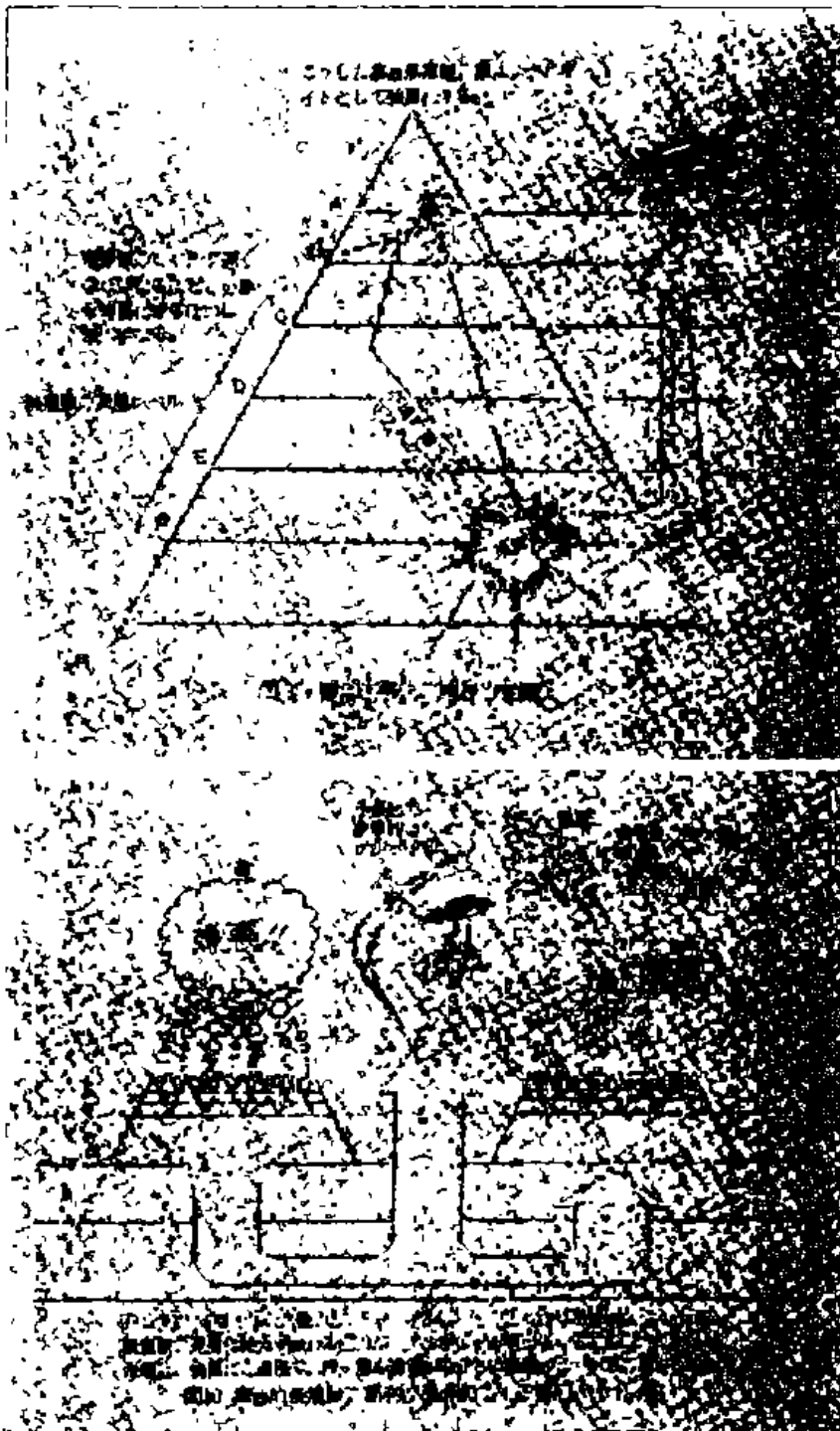
(3) アメリカとカナダとメキシコを完全に孤立分断化し、経済的にも社会的にも大混乱におとし入れる。

ソ連はその後に進駐してくるが、その目的は秩序の維持のためだけであり、散発的なゲリラの掃討以外の小規模的行動は必要ではない。

以上が予想されるソ連の計画のうち、最も怖いと思われるのは、最後の兵器リバーサルの場合となった1973年の第4次中東戦争後から、タルポイト現象を増加するはずである。しかもそれに見事に象徴的だから、精神分析もできるはずだ。

雌牛 それは西洋人女性に優れた特徴である。したがって、より被害されること、必ず女性象徴がはきとされるはずだ。

かくして、アメリカを占領して、東海岸からコロラド、ユタ、モンタナまで、神秘的で超常的なキャトル・ミューテイレ・シヨンを数千人発生していくのである。その様相のいくつかを紹介



基本的なローレンツの不变エーテル理論から演繹することに成功していた。ノ連はこの研究に目をつけ、今日でもこの研究をエネルギー・クスの基本法則の 部としている。

また1957年にプリンストン大学は、エベレントの、量子力学の「多数の同時観測者」の解釈を刊行した。この理論を念に検討し、単純に表現すれば、こうなる。

精神物体はふつうの自然物体と同一であり、その時間次元は自然物体の時間次元と同期である。空間次元は自然物体の空間次元と空間次元と異なる。精神はふつうの自然界に属するのであり、ただ通常の実験室3次元空間からは3次元以上回転しているのだ。

弁証法(論理の第4法則をやや混乱したやり方で説明する法)を頭において考える人には、このことは理解しや

すいようである。ソ連の理論系からはこのような態度をとり、その関連づけを行なった。この理論上の奥つけにより、空想兵器はじつは現実のものとなつていった。

かくして1960年になると、フルシチョフ首相は飛鳥空軍部を設立し、ソ連が新型兵器を開発していること、それは非常に強力なもので、抑制しないで使用すると地球上の全生命を脅かす

しかねないことを明らかにした。この新型兵器こそサイコトロニクス兵器なのだ。ほぼ同じころ、複雑な超短波放射が始まっている。その目的は、虚構態ペタインをラジオ周波数搬送波に結合し、非常に高レベルにあるアメリカの村衆物、すなわちノ連駐在アメリカ大使館に浴びせることであつた。これはアメリカ大統領 CIA DIANSA 国防部長官安全委員などの個別の首魁をとりまわすにはない。

この超短波放射に対するアメリカの反応は、アメリカ政府の最高レベルから来るはずだから、その反応を分析すればサイコトロニクスに対するアメリカの知識の程度が確認できるわけだ。

反応が電磁成分に対するものだけならば、アメリカはサイコトロニクス兵器に対して無知だということになる。そしてそのとおりであつた。

この風変わりな情報は査かソ連にとつていかに重要なものであつたか、それは4人のアメリカ大統領が照射中止を申し入れたのにそれに応じなかつたという事実が雄弁に物語っている。ソ連は照射レベルがかわりにみえるレベルまで下げたが、これはサイコトロニクスにとっては同じことで、キンドリング時間がすこし長くなるだけではない。

カンジナビア諸国の上空に、幽霊ロケット<sup>ゴースト</sup>が出現した。

ところがアメリカは、現在も過去もつねに天然の要塞だ。東西には2つの大川がけえ、南北には強敵がない。これは保護された福地。要塞にあたり、しんかつてアメリカには女性の象徴が存するはずである。

そして確かに、1947年6月、ソ連に最も近い州であるワシントン州上空で飛行していたケネス・アーノルドは、飛行体に遭遇したが、それらはパック・ロジャースのSF型の国家的文化的無意識が支配した女性マンダラにすぎなかつた。

そして物質化した実在形式の最終変調者であり、同調形成者であるレイ・パーマーの個人的無意識は、パイロットとしての無意識であつた。だからアメリカ上空に出現したのは円形の飛行体であつて、幽霊ロケットではない。これらのタルポイトは現実には物化されたものであり、幻想や空想ではないことに注意されたい。ユングは飛行体の精神現象的、益的内容を描いているが、実は、集合的無意識から物質化した。突出。だつたのだ。

私と同じ意見を持つ者として、パレール・キール、イトノクがあげられる。1950年代に発見した、重要なU

F0ウェーブは、50-53年の朝鮮戦争と符号する。ほかにも冷戦によるストレスが周期的に増大するにつれ、ウェーブは発生している。

1967年のウェーブは、忘れられたウェーブ。と呼ばれているが、同じころ第3次中東戦争が起きている。それは市域におけるノックアウトであり、史上第4位の大ウェーブだつた。

1973年には、第4次中東戦争が勃発した。そしてイスラエル軍がある地点でエジプト軍分断に成功したとき、ブレノオフはホットラインを通じて、ソ連が戦争に介入することへ動じた。ソ連は空挺師団7個を派遣準備し、アメリカは同1個師団投入を準備した。世界は木ノ山地上軍の山接ぐ戦の危機のふちに置かれたわけである。

この年の10月、重要なコンタクト事例がアメリカのパスカコーラで発生。さらに人類の集合的無意識のよいレベルで、月面を歩く宇宙服者の飛行士が、想像を占領した。

したがって、アメリカにおけるコンタクト事例の大部分は、国家的、文化的変調をうけて、宇宙服者の行状を象件つけられた。だからアメリカ宇宙計画の技師やロボットもときや個人人間とのコンタクト例も見られたのである。さらにコンタクトタイプは、コンタク

ト中に個性を、調査されたというが、これはアメリカの山下、経済などの調査活動もノックアウトに行なっていたことと関係しているであろう。

以上の大ウェーブについての分析は、大変うざっぱなものなのではないか。分地は充分にある。しかし、このように新しい、精神分析の見方があり、しかもきわめて有効なものであることを主張した。

UFOの現象は、冷戦と、それに関連されたタルガイイト物質化の見地から分析されることを要請する。

## ソ連のサイコトロニクス兵器

ここ数年間というものの、アメリカで発見された重要なキヤートル・ミューティレーン・コンは、とうもろこしに達している。

事件は明らかにコロラド州とその周辺に集中しているが、コロラドにはアメリカの心臓。すなわち報復戦略のコントロール・センターが所在している。これは意義深い。ソ連の計画で、切り刻み骨抜きとすべきは、アメリカの心臓。だからだ。

しかしキヤートル・ミューティレーシ

ョンを説明するには、新しい安ふかいくつかが必要だ。

それはエンジニアリングサイコトロニクス。すなわちソ連が、エネルギー、皮肉にも、アメリカ生まれでエタ州ソルトレークシティのT・ヘンリー・モレイが戦前に反射エネルギー増幅器を自作したのにならる。

ソ連のスパイは1939年にこの装置の秘密を盗み出した。しかしモレイはその装置を自分で破壊した。この装置建設はきわめて困難で、ソ連の建造作業員は人戦によって中断された。

戦後すぐにスターリンは、原爆の開発発がアメリカに出し抜かれたのに対し、科学者たちを召集し、それに対抗するよう画期的兵器の大発明を要請した。

科学者たちは、あらゆる分野の知識——どんなに奇妙で正論からはずれていようと——を動員し、原爆の発想を超えた新しい飛躍のありそうな分野を探求した。トイノのロケット兵器、アメリカの原子力兵器を開発するとともに、新しいタイプのスーパー兵器を開発しようというのだ。

1930-40年代に、イブはアインシュタインの相対性理論、ニュートンの運動法則、万有引力の法則を、より



# トーマス・ベアデン 瀬木聡訳

**UFO現象は、人類の集合的無意識が  
現実に物質化したものだ。精神と物質の  
超トータル理論モデルで初めて可能にな  
った、新しい精神分析の具体的な成果。**

夢を分析して無意識中に眠るストレスやトラウマを解きあかすことができるように、集合的無意識が夢を超えて現実に物質化したもの(「タルポアウト」を)を心理分析すれば、事台の無意識中のストレスやトラウマを解きあかすことのできるはずである。

このタルポアウトの物質化とみ出の分析にあたっては、「2つ目」の人類の大グループ間、つまり大団間に存在する緊張状態を徹底的に調べなければならぬ。

戦後において、集合的無意識にとつて大きな緊張となったものは、冷戦である。たかUFOのようなタルポアウトの現象は、冷戦の重大な局面と関

係がある可能性をもつ。

まず、タルポアウト物質化のメカニズムを簡単に要約しよう。

図9と図10は、人類の大グループ間のストレスが、どのように事台的無意識の層まで深く浸みこみ、それによつてサイコネシス能力が増大し、最後には、ポップアウト(タルポアウトの形成)や、全面的な物質化に至るかを示している。

A、B、C……と深くなっていく層は、都市、州、民族、文化、国家などのレベルのグループと、機能的パイオシステムをよわしている。

これらをもとに、戦後の主なUFOウェーブをチェックしていこう。

## 米ソ冷戦とUFOウェーブ

戦時中、ソ連のスターリン首相は人戦が終わったなら2年以内に西側世界を攻撃する計画をたてていた。しかしアメリカが原爆を製造したこと、その計画を断せざるをえなくなった。

1946、47年に、ソ連は、マスタープランを大幅に修正し、世界情勢は冷戦構図に移行した。そしてこの間、ソ連の多数の共産党員の無意識中には大量の恐怖ストレスが重い圧力となつてのしかかつていった。

このことから全人類の事台的無意識中に強い衝撃が生じ、種の無意識中にポップアウトが起こり出したのだ。無意識の連続層の調整作用により、サイコネシス的な実在の形成が非常に勢いで進み、ついに現象化する。

ここで、これらの事態の出現の前提となる要素を分析しておこう。

人間の無意識が深く関与しているのは古代の経験であつて、近代史の体験ではない。この「旧経験」中では、男は戦いや狩りに出かけ、女は洞穴や要塞にとどまった。

並長類においては、勃起したベニスは支配の象徴だ。それから火は集合的無意識にとっては、力を象徴する。だから、1946、47年当時のソ連を源とする「脅迫の浸透」は、すべて、戦いの対象であるすぐ隣の地域にベニス象徴や火の象徴を送りこむのが当然だった。

一方、浅いレベルの無意識では、大戦中のドイツのV型ロケットが、人々に強い印象を与えていた。ロケットは火を噴くベニスである。この兵器使用は世界中の想像力を刺激した。

したがって、1946、47年当時は勃起したベニスと人々、支配・脅迫・協力として「戦争の脅迫者」のいる地域の近辺に物質化して登場したのは当然といえる。

果たしてそのとおり、ソ連に近いス

超ハード論文 精神 / 頭脳 / 物質モデル (下)

# 米ソ冷戦とキヤトル ミューティレーション



ナーンの人たちは、精霊たちを  
止障に見ているだけでなく、会  
話さえ交しているというのだ。  
彼らは、このようなことは本  
来フィンドホーンだけでしか起  
きないことではないのだという。  
すなわち「フィンドホーンの価  
値は、「新時代」の意識の突相  
と見做し、実践して見せることに



# 『ザ・スペース・シャトル』 決定版//揃えておきたいこの二冊

若居巨監修

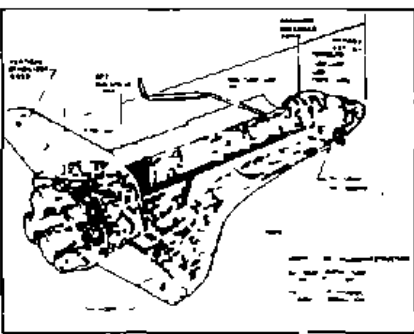
## THE SPACE SHUTTLE



本書はその点、「NASA史」  
本が最も多かった。用語の使  
方ではできるだけ漢字の使  
例にならった。それでも  
解らないものは勝手に新  
語を作ってみた。自信が  
ないので英語もそえるよ  
うにした。それでも解ら  
ないものは解らないまま  
にした。とくに数字は  
日本などの資料を見て、も  
大なり小なり異なる。

本書は「従って、NASAの文庫  
に従った。ただし、ポンドをグラ  
ムに、フィートをメートルにと勝  
手に算術したので、ひょっとする  
とそこに間違いがあつたかもしれ  
ない。不審の点は悪しからずお許  
しいただきたい。なお問合せには  
NASA資料をもつてお答えした  
いと思うので、資料ご希望の方は  
二一報いただければ光栄に思う次  
第である」

「将来への展望、宇宙服や宇宙  
食のこと。600余点という図版  
や写真を余すところなく使い、ど  
こどこにも無駄なページがない。  
その一、これは「ボイジャー」に  
乗った「ヒュー」宇宙人への音声の  
レコードまで付  
いているのだからうれしい。  
他の本より買っただけの人、  
ちよっとせいでいい。(志水)  
(ライオン 1800円)



ある。さまざまな形態は特に注  
目すべきことではない。それら  
の「風を切り出す」こと、か  
らである。そして生きた見本と  
して、ワーナー・ナーン、そこ  
て出刊し、新しい教訓、他の  
諸センターで適用されるための  
「マザー・センター」だと自己評  
価している」というわけである。  
フィンドホーンの精霊たちの  
描写を見ていると、アイヌのコ  
ロボックル伝説を思い出さずに

はいられない。特にフィンドホ  
ーンでハリエンツの尻みを刈  
りとつたところ、出たたちが「あ  
の花々はわれわれの、家々の  
だ」といって騒いだという話な  
ど、フキの葉の下に住むコロボ  
ックルにソックリだ。彼らは日  
本にもいるのだろうか。(S)  
(日本教文社 1600円)

著者自身がいつているようにこの種  
類の研究はかなり難しく、ヘタをすれ  
ば何千冊もの本と資料にたぐりまわ  
らねばならぬ。UFO研究者と  
して有名な「ワン・T・サンダー  
ソン」は、UFOに多く代表として、かなり  
詳しい。UFOは、多い。

またこの本の中では数多く四次元と  
いう言葉を使っているが、従来のよう  
に何でもできるような神秘的書きでは  
なく、ある種の定義づけをしようとし  
ているのは興味を引く。特に第15章の  
「真の心的人格と肉體」では、脳は  
肉體の中央制御盤とコンピューターの  
役割が似ていると置き換えて  
あり、これに指導する第三の存在を  
示している。興味深い。

「大抵この本は問題、あり、と  
きには「UFO賞受賞者」さこの間  
題がかかっている。これらはUFO  
研究者や超心理学の研究者にとつて  
興味のあるものではないはずだ。UFO  
の種類の仮説について、  
示したらすだるうし、  
種の情報によって、  
いると主張する研究者も存在する。  
(二見書房 690円)

## 四次元宇宙の謎

ラモン・バルデス・ジュニア著  
南山宏訳



## 四次元宇宙の謎



# BOOK PLAZA

# ブックプレザ

## 第3の選択

### 冗談が暴いた？ 米ソの陰謀

レスリー・ワトキンズ  
デイビッド・アンブローズ 共著  
クリストファー・マイルズ  
梶野修平訳

何年前かの、確か冬の札幌日  
のことだったと思う。新聞のテ  
レビ欄の、いつもなら「フバイ  
大作戦」か何かをやっている夜  
中の時間に、「サイエンス・レ  
ポート」と題名だけが書かれて  
いる番組を発見した。

最初のうちはつきりノンフ  
クションだとはかり思っで見  
ていたが、途中、月の裏面の着  
陸地図が出てきたシーンで、こ  
れは早によくできた冗談番組で  
あるということに気がついた。  
案の定、最後に「この番組は  
英国で昨年4月1日に放映され  
て……」といったテロップが出  
て、やはりこれがフィクション  
であったことが明らかにされ、



出るといって表現があるように、  
この作品、4巻に決する何ら  
かの陰謀に、かなり近いところ  
をいいてしまったのではな  
いかというのである。  
原作者の1人ワトキンズも、

訳者の梶野氏が問い合わせたと  
ころ、あくまでこれはフィクシ  
ョンとして書かれたものだが、  
「本書が」は、いなくも実在する  
恐るべき陰謀を暴いたと確信す  
る、世界各地の非常に聡明な読  
者から、数百通にのぼるお手紙  
を頂きました。ことによると私  
も本当に暴露してしまったのか  
もしれません(傍点梶野氏)

と書いてきたという。  
また本書のあちらこちらに豊  
富に引用されている新聞記事は、  
ほんの2、3の人名が架空のも  
のになっていて他は、すべて原  
著者が大英博物館の新聞資料館  
で数週間かけて調べた本物であ  
るとのことだ。そんなところ  
(たき出版、1600円)

1人が「こんな本を見つけたよ」  
とポンと渡してくれたのが、そ  
の「サイエンス・レポート」の  
小説化作品、すなわち本書の原  
著であった。  
というわけで、この作品はフ  
ィクションのはずであった。と  
ころが……。  
ウンから出たマコトという言  
葉があり、ヒョウタンから胸が  
出るといって表現があるように、  
この作品、4巻に決する何ら  
かの陰謀に、かなり近いところ  
をいいてしまったのではな  
いかというのである。  
原作者の1人ワトキンズも、

## フイन्दホーンの精霊

### 精霊実在の証拠は これだ!?

ポール・ホーケン著  
コズモグループ監訳

北スコットランドの荒れはて  
た砂漠フイन्दホーンに、一群  
の人々がやって来た。そして何  
年かが過ぎた時、そこは緑なす  
花園に変わっていた!!  
しかも彼らのいうところでは、

## 一九九九年カルマ と霊障からの脱出

梶山雄雄著

偶発的ならよったことが、結果  
的にその人の一生を左右する大事に至  
ることがある。そんな時われわれは何  
か目にもえないモノに操られているの  
ではないか、といった疑問を抱く。  
著者の目によれば、この世の人が罪  
を犯したり、事故にあったり、家運が  
傾いたりするのはすべて、避けること  
のできない、もって生まれた、因縁  
であり、そしてこの因縁をもたらし  
て、おぼろげに執着が残って成仏できない  
「四・おカルマ(業)」である。

本書は4巻で構成され、第3巻まで  
は「カルマ」から解脱する方法を、著者自らの経験から示している。  
全体の約半分を占める第4巻は、あ  
のノストラダムスの大予言の解明にあ  
てている。「アングロモア大王」がよ  
みがえり、世界の救世主となるプロセ  
スが見え、世界に展開するのだ。  
仏教は数多くの宗派を擁しているが  
われわれにとって必要なものはただ1  
つであり、これこそが滅亡寸前の地球  
をも支えてくれるという、運命の日  
18年後に迫っている。(Y)  
(平河出版社 880円)

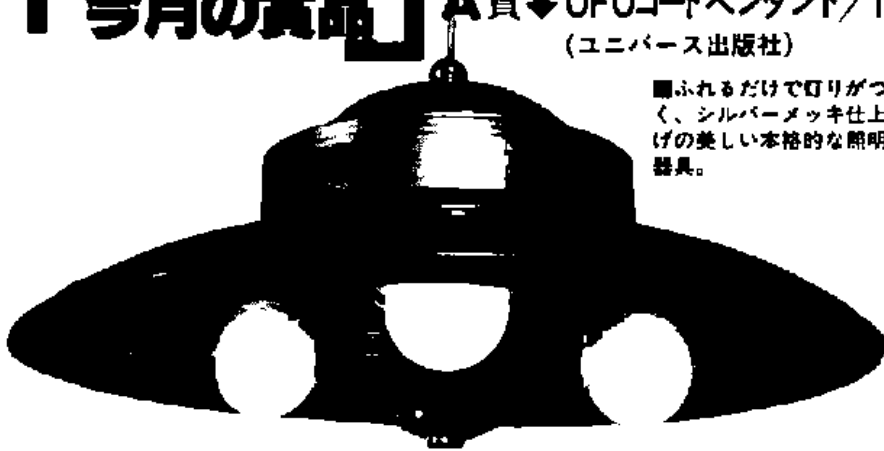
一九九九年  
カルマと  
霊障からの  
脱出……



# 豪華賞品が当たる!

## UFOと宇宙 10月号クイズ

### 「今月の賞品」A賞↓ UFOコードペンダント/1名 (ユニバース出版社)



■ 照れるだけで灯りがつく、シルバーメッキ仕上げの美しい本格的な照明器具。

- 「問題」先ごろ、世界最大規模のUFO会議ともいわれる「MUFONシンポジウム」がボストンで開催されました。MUFONとは次のどの略称でしょうか。
- ① Most Useful Flying Object for Nations
  - ② Municipal UFO Navigators
  - ③ Mutual Forum of Naturalists
  - ④ Mutual UFO Network



### B賞←

#### 「未来へのあゆみ」

■ エネルギー問題から日常生活の時間配分まで——315項目に及ぶグラフ、表を掲載し、21世紀を予測する。数字で見るデータ集。

■ A、Bの抽選にもれた方々の中から10名様に、ライトが当たるとキラリと光る反射材つきヘアバンド「ルミスポーツ」をさしあげます。  
(ソニーケミカル)



### 応募のきまり

- 必ず官製ハガキを使用し、左下の応募券を貼ってください。
- 締切り 昭和56年10月20日。当日の消印有効。
- 発表 「UFOと宇宙」12月号(11月20日発売)誌上。正解者多数の場合は抽選で当選者を決定します。

### ハガキの書き方

- あて先  
〒104 東京都港区高輪2-20-23 高輪中央ビル4F ユニバース出版社「UFOと宇宙」10月号クイズ係
- 裏面には、あなたの住所・氏名・年齢・職業(学生は学校名/学年)、そして次の順でお書き下さい。
- ① 姓
- ② 希望する商品名(A、Bいずれか)
- ③ 今月号でよかった記事(いくつでも)
- ④ 本誌へのご希望
- ⑤ 本誌をお知りになった雑誌・新聞名

### 8月号クイズ当選者

- 「UFOと宇宙」8月号クイズの正解は、④のビクター・フランケンシュタインでした。応募総数3946通、正解3129通、当選者は左記の通りです。
- ☆A賞へ入賞の歴史200万年/1名  
森 正幸(福岡県春日市)
- ☆B賞へ入賞の歴史200万年/5名  
野部初美(東京都葛飾区)  
吉田勝矢(東京都葛飾区)  
森田太陽(愛知県名古屋市)  
西岡 哲(大阪府堺市)  
上野康雄(兵庫県神戸市)  
☆理恵賞(ハインダー)10名  
安藤 京、及川喜徳、豊谷裕通、久保田映、越川幸雄、佐田秀敏、谷泉 敏、福岡良美、山田勇雄、横山秀樹  
(敬称略)

10月号クイズ  
応募券



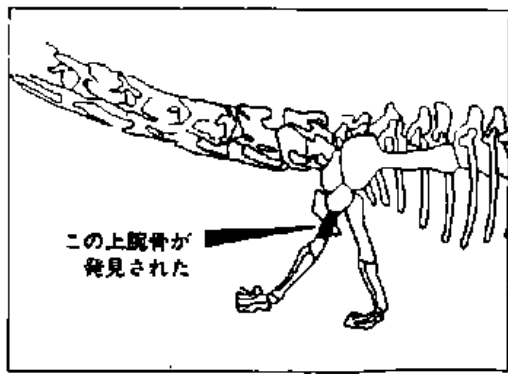


# SCIENCE NEWSFRONT

谷川善則教授は「古生物」の内外の著名専門家によって、「10メートルを超す人類の祖先」であることと推定された。

大恐竜の化石の発見者は、東大理学部地学科の花井哲郎教授と国文学部博物館の古物学二研究員の加藤友幸研究員。2人が現地を訪れたのは53年の8月25日ごろ。当時、川島さんは東大理学部地学科の大学院生で、博士論文作成のための地質調査が目的だった。

2人が調査に選んだ茂師地区は、白亜紀の古生物の宝庫。海岸を走る旧国道45号ぞいの山側で化石は発見された。長さ



この上腕骨が発見された

約50センチ、尾は20センチもある巨大なものだった。

長谷川教授は、この骨は丸いうえ、幅が約4センチと分厚いことを指摘。恐竜の骨を裏付ける証拠としている。また上肢骨の間は広いとし、1メートルを超す骨を越えるまで辛うじて歩いた竜脚類の仲間しか考えられないという。

## イリオモテヤマネコを人工増殖

中央にはこのほど、絶滅が心配されている沖縄県・西表島の特別天然記念物イリオモテヤマネコを人工増殖して、丁度いい方針を決めた。

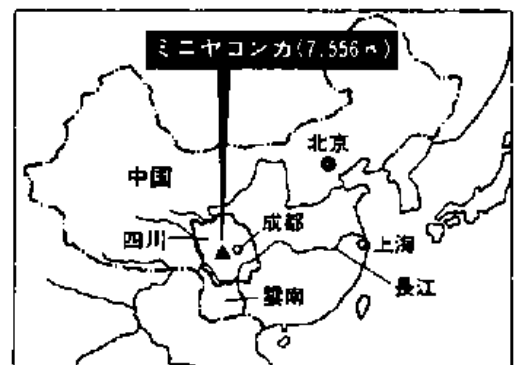
イリオモテヤマネコは、昭和40年に初めて存在が公表され、ほ乳動物学では20世紀最大の発見とされている。イエネコに比べてやや大きい。尾は太くて胴は長い。ネコの中ではもっとも原始的。そのため「まじん化石」とも呼ばれ、52年に、山口特別天然記念物に指定された。環境庁では、49年から51年にかけて行なった大規模な田舎

育結果から、半ばは30日前後と推定している。

同庁は、54年10月から、夏場を除き、早朝8時前後で3日に1回、生きたニワトリを与える給餌作戦を続けている。だがこれによってヤマネコが増えているという結果は見られず、このための方針変更となった。57年度からは、自然保護に加え、生息行動調査と幅広い保護対策を開始することとしており、その中で、山岳や崖の一方を歩かせるようにしている。

## 世界の珍チヨウ 日本登山隊が採取

「ウンナンシボリアゲハ」が、北海道山岳連盟ミニヤコンカ登山隊によって、中国の四川省で採取された。このアゲハは、世界で1匹しか見つかった。半世紀にわたった珍しいチヨウ。半世紀にわたった中国の雲南地方で植物採集をしていた英国人植物学者によってメスが1匹だけ捕えられている。この標本は、大英博物館（自然史分館）に保存されているが、チヨウの進化の上でも非常に古



い川に属しているという。

同登山隊がチヨウを捕えたのは、ミニヤコンカを越える氷河から流れる川沿いに登る途中の標高1200〜1300メートルのところ。この時約30匹のチヨウを捕え、帰国後、北大農学部のアノ田敏夫助教授に鑑定を依頼した。その結果、ウンナンシボリアゲハの14匹（オス11匹、メス3匹）含まれていることがわかった。東京の国立自然史博物館動物研究部昆虫第一研究室の黒沢良彦室長や日下晴生博士の役員にも見てもらい、確認した。今回採取した中には世界で初めてのオスも含まれているため、学会からも注目されている。

# サイエンス・ニュースフロント

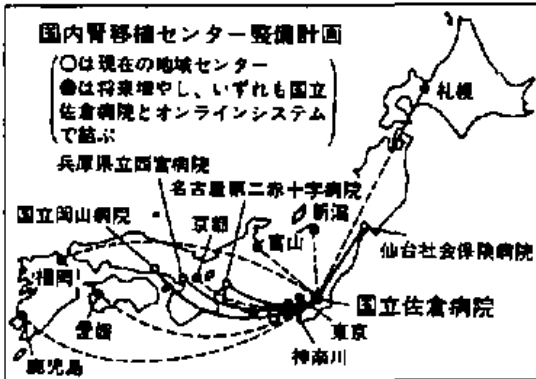


電電公社では郵政省の認可を受け、未年々には全国のターミナルや空港、テレポートに設置するといふ。また、1枚3000円のカードは、電話局だけではなく、たばこ屋などでも簡単に買えるようにする。

## 腎臓移植に

### オンラインを導入

厚生省は、国立佐倉病院（千葉県佐倉市）の「腎移植センター」と仙台市立腎臓病センターと全国の地域センターをコンピュータで結ぶなど、大幅な整備をする方針を決定した。



現在、臓器を提供する意志のある人は社団法人「腎臓移植普及会」（東京都品川区）に登録、手術を希望する患者は地域ごとにサブセンターに、国立佐倉病院には一括登録され、電話による情報交換が行なわれている。しかし、遺体を傷つけないとする風潮があるため、死体腎提供は伸び悩み状態にあった。

ところが、6月にアメリカのカリフォルニア大学から、死体腎を7000ドルで提供するというあっせん申し込みがあり、仙台社会保険病院などで実際に移植手術が行なわれたことから、厚生省は対応を迫られていた。

同省が検討を進めているオンラインシステムは、国立佐倉病院にコンピュータを置き、地域サブセンターの端末器と結び、拒絶反応を少なくするための組織適合検査結果など必要な情報が入力される。これによって、現実には死体腎が出た場合、適当な手術患者を瞬時に選び出すことができるようになる。

## 日本人の鼻は

### 高くなっている

低いとされていた日本人の鼻が、全体的に見ると次第に高くなっていくという。

昭和34年に行なわれた顔に関する調査によると、鼻の形にコンプレックスを持っている女性の多いのが目立っていた。しかし、最近の調査では、鼻の形に不満を持つ回答は、グンと減っている。眼やまぶた、その他の部分を回答した人の増加が目立っているのだ。

鼻の形と答えた人にしても、低過ぎる悩みの方は減ってしま

い、逆に高過ぎる悩みが、すこしだけだが、浮かび上がってきている。

日本人の身長が驚異的に伸びているのに比例してか、鼻も徐々に高くなっているようだ。

なお、一世代前は、整った高い鼻の山本富士子が、美人の典型だった。だが、今ではちよつとおもむきが違う。現代女性を選んだ鼻は、トップが松坂慶子型で、山本富士子型は第3位へと転落していたのである。つまり、今の女性の鼻は全体的に高くなってきているから、このような鼻型が出たといえる。高くなれば、高い鼻の価値は以前ほどではなくなってきたというわけだ。

## 大恐竜の前足の

### 骨の化石発見

日本にも、大恐竜が生存していたことか、このたびはつきりした。石川県の若原町の約1億年前の地層から発見された骨の一部が、横浜国立大学の長



# SCIENCE NEWSFRONT

ると同時に、仕事原形を以しよ  
うと一石二鳥を狙ったアイデア。  
ボーイング767は中距離ジ  
ェット旅客機。世界のベストセ  
ラー727機の後釜を担っている。  
すでに300機の受注があ  
り、全日空も40機発注。1月96  
億円だ。試験飛行、乗員訓練を  
経て1983年春から就航する  
予定になっている。

## フィルム不要のカメラ

### ソニーが開発

■ ■ ■ ■ ■  
なんと、フィルムがなく、現  
像も焼き付けもいらす写真を撮  
影、カラーでもモノクロでもプ



リントできるシステムが、ソニ  
よって開発された。

この新しい方式のカメラは、  
マグネチック・ビデオ・カメラ  
の頭文字をとって「マビカ(M  
AVICA」と名づけられている。

従来の写真は、銀を使った感  
光材に化学的に記録しているが、  
この化学処理をすべてエレクト  
ロニクス技術に置き換えたのが  
特色。このシステムは、レンズ

を通して画像をCCD(電荷結  
合素子)と呼ばれる半導体によ  
り電気信号に変換、この信号を  
縦60ミリメートル、横54ミリメ  
ートル、厚さ3、リメートル、  
重さ8グラムの超小型の「アイ  
スク「マビカ」」に記録する  
仕組みになっている。1枚の磁  
気ディスクには50枚の画像を記  
録でき、撮った写真は「ヒー  
アー」という機械にかければた  
んにテレビで見ることができ  
る。また磁気記録のため、簡単  
に消滅したり、ブラウン  
管の操作で自由に拡大したり、  
トリミングしたり、色調のコン  
トロール、画像の反転なども簡  
単にできるほか、ビデオ・アー



トのように、絵や他の写真との  
合成もできる。

また、カメラの大きさは、35  
ミリ一眼レフをみ。一方、磁気  
ディスクは1枚600円分程度で  
発売される。発売当初は、メ  
ラ、ビューアー合計で20万円程  
度にしたと、ソニーでは発表  
している。なお、ソニーでは現  
在、紙にプリントできる装置も  
開発中。

## 電話もいよいよ キャッシュレス時代に

■ ■ ■ ■ ■  
電電公社は、硬貨の代わりに  
磁気カードを用いて通話できる  
磁気カード式公衆電話機と、そ  
れに使用するカードを開発し、  
このほど公開した。ついに電話

も、キャッシュレス時代に入る  
ことになるわけだ。

カード式公衆電話システムは、  
あらかじめ3000円分(30  
0度)が記憶されている回数券  
方式の磁気カードを購入する必  
要がある。カードをこの公衆電  
話機に差し込むと、ダイヤル通  
話が可能となるわけだが、電話  
機のパネルには、カードの残り  
度数が表示され、通話した時間  
に応じて、度数を数十秒1カ動  
く。通話が終了すると自動的に  
カードが出てくる。小さな穴  
でカード上に残りの通話量が表  
示される仕組みになっている。

通話中にカードの残り度数が  
不足してきても、近所のカード  
を持っていけば大丈夫。約10秒  
前に発信音か、電話機のパネ  
ル上の度数表示から知らせるので、  
この時、山道カードを差し入れ  
ると通話が可能である。

これならば、遠距離電話をか  
ける時も硬貨をたくさん用意す  
る必要はない。また、100円  
玉を使う公衆電話は現在、通話  
が早く終わってもおつりが出て  
こないが、その点も解決される  
ことになる。

# サイエンス・ニュースフロント

## ポイジャー2号

### 土星に最接近

NASA（ワシントン宇宙局）の無人惑星探査機「ポイジャー2号」は、米西部時間8月25日午後8時24分（日本時間26日午後零時24分）土星に最接近。その直後テレビカメラなどを載せたプラトホーム（一台）が回転しなくなり、正常な画像が得られなくなるというアクシデントに見舞われたものの、約24時間後には故障も回復に向かった。しかし、完全な機能回復はできないまま土星離脱をすることになった。

ポイジャー2号からは、最接近する前にもいくつかの画像が送られてきているが、1号の場合に比べ、3分の1近くの距離にまで接近しているため、写真の解像度は4倍ほどよくなった。22日午後8時30分（日本時間23日午後零時30分）には土星の衛星の1つ「イアペタス」まで約30万キロの距離に最接近した。イアペタスは土星の衛星のうちで3番目に大きい。水でできたこのイアペタス、表面には明るい部分と暗い部分があるが、この明暗の謎も解かれることになるだろう。

また、土星の輪のA環にあるすき間、エンケ間隙”の中に、よじれのある2本の輪があることがわかった。2本の輪のうち1本は、エンケ間隙のもつとも内側にあるが、これら2本の輪は、3本のひもがよじれたように見えた下環と同様の奇妙な形をしている。しかし、からみ合っているかどうかは不明だ。

この他にも、衛星エンケラドスには、内部に摩擦熱が発生して、表面の氷が解けているらしいことなどがわかっていく。それだけに、土星最接近直後の故障は残念でならない。

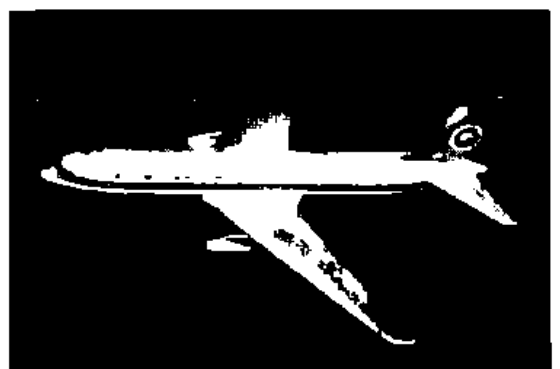
ポイジャー2号は千里道心で天王星に向かって飛び続ける。天王星最接近は、1986年1月24日の予定だ。

## ボーイング767

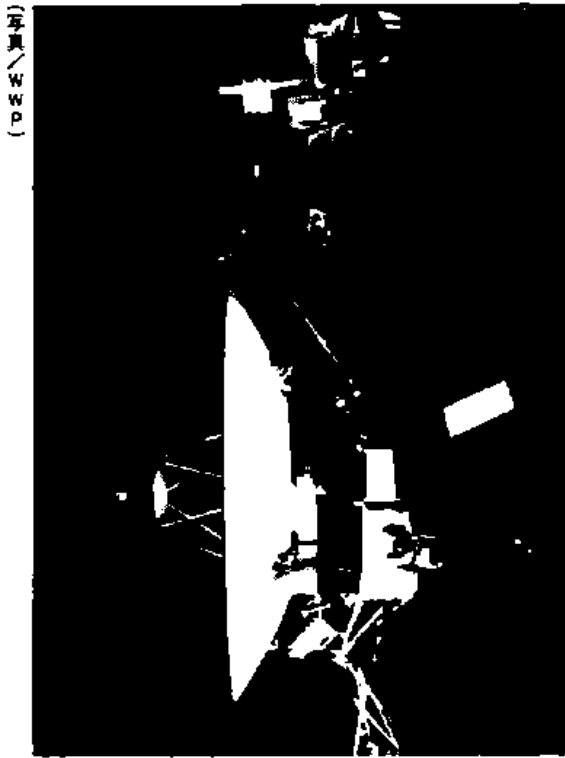
### 日米伊が共同開発

日本、アメリカ、イタリアの3国が共同開発したボーイング767旅客機がこのほど完成、初飛行の準備が完了された。

ボーイング767のセールスポイントは、何といても「低燃費」と「低騒音」だ。



日本は、胴体とドア、主翼のフェアリング（整流板）など全体の15パーセントを分担、イタリアも同じく15パーセントで尾翼などを担当、ボーイング社が残りの70パーセントをきかけた。ノックアウト面における特徴は、操縦室から計器類がかなり消えてしまったこと。計器に代わって、パイロットの前に小型テレビのようなブラウン管がはめ込まれた。見たい計器をリクエストすれば、たちどころに画像が現われるしかけになっている。異常を知らせる計器は自動的に画面に飛び出してくる。それは、パイロットの注意力分散を避け



(写真/W.P.)

宇宙の全体構造の正体解明に激しく迫る

# 改訂 現代物理学の死角

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今世紀初頭、ニュートンの物理学を大きく修正したアインシュタインの理論ですら、現代ではすでに十分とはいえない。万有引力から宇宙膨張論まで、コンノ氏のユニークな発想は、これらをつぎつぎに俎上にあげる。果してアマチュアがどこまで切り込めるか、興味津々の世界がここに展開する。

●近代物理への錯覚
●四次元理論の怪
●究極の存在の理
●ブラックホール理論のオカシナ点
●マイケルソンとモーターの実験
●重力の正体
●宇宙膨張論は大錯覚
●UFOと重力コントロールの原理
●宇宙の全体構造の正体
●時間の正体
●同化性原理と超常現象との接点

都合に依り、内容を変更する場合があります。

前回は在庫不足のため多くの方々の意に添えず申し訳ありませんでした。9月末完成予定ですが、書店では販売いたしておりませんので郵便切手60円同封して下記へ御予約下さい。

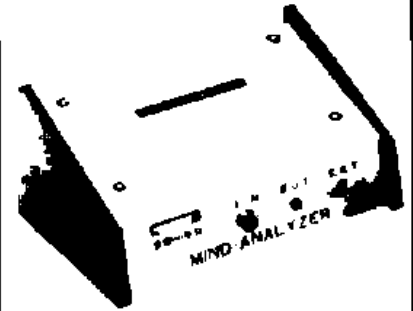
■予約申込先■ ユニバース出版社 商事部

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# 超能力

が欲しい、性格を変えたい、頭が良くなり、健康になりたい…とあなたは何年思い続けてきただろうか？



マインド・アナライザー  
御座野技研開発

## A.I.Cの 人間改造システム群

### 潜在能力開発講座

ヒトに、学習に、性格改善、健康増進に、バイオフィードバック装置(マインド・アナライザー)がセットされた一般能力開発用プログラムです。誰でも無理なく、簡単に、実行できる講座です。

### 潜在能力開発講座II

テレパシー、透視、予知などの超能力を開発するためのプログラムです。研人にアジナー・チャクラを開発します。

### スーパー・トレーニング

身体、頭脳、心、魂の各レベルを総合的に浄化し、宿る本格的トレーニングです。現人を踏まえながら、神人一体化をはかります。

- \*自宅でも学べる通信指導が中心です。
- \*案内書は下記まで(無料送付)
- \*講座説明会 10月11日(日)東京・中野  
サンプラザ5Fカトレア3 午後1時



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東保コーポ 2-208 TEL0424(21)1144

当然、彼らは何万世紀も前に、進んだ科学技術文明が存在できる主要な惑星として評価し、訪問してきているのだ。そして、彼らは、地球人たちが宇宙に目を向け、その同族たちに関心を持ち、研究や探査を始める段階に至るまで、原始的文明から始まる進化の過程をつぶさに観察し、最終的に、銀河連盟に加盟できるようになるかどうか興味深く見守っている。しかし、彼らは、われわれの発展に一切干渉は避け、慎重に注り深く観察のみを続けるだろう。

われわれは、宇宙の野生保護動物のようなもので、現在進化の危機段階にある。というのも、人類は初めて自らの手で自己を絶滅することが可能な段階に達しているのだ。われわれに似た異星人たちにとって、人類は第一級の興味対象だと思われる。この理由につ

いて、別の観点から検討してみよう。われわれが、大隅千外の星へ訪問することが可能になったとき、最大の発見と称せられるのは、生物を発見することであろう。たとえバクテリアの発見だけであったとしても、宇宙にいるのは、われわれだけでは無いということを実証できる。実際、われわれは、火星にそういった生物を発見できるとに望みを託していたが、発見することはできなかった。もし、将来どこか他の天体にバクテリアさえ発見することができたなら、われわれの宇宙探査史上決定的な飛躍とよんであろう。

しかしその発見も、植物や知的生命体になりうる動物が存在する惑星の発見に比べれば色あせてみえる。いかなる状況下においても、生物の発展の無限の可能性を秘めた星を征服、破壊するという考えはまったく的外れである。

進歩した異星人から見ると、最も西のある地球人の姿は、あるがままのわれわれ自身なのである。われわれは、人類学および科学的なオアシスである。進化途上の危機や障害を乗り越えようとしている知的生命体の生きたサンプルなのだ。このため、彼らはわれわれ地球人をそつと静かに観察している。数多くのUFOの取扱いからも、この推測は裏付けられる。ほとんどの場合、UFOは地球人に干渉しようとしな

ない。UFOの操作や動力体系については、われわれの科学では計り知れないときれてきた。あのSF作家アーサー・C・クラークも「充分に進んだ科学技術は、魔法のようには見えることだろう」といっている。異星人が、目の前に現れて、その技術を見せられたら、われわれは当然のことながら、当惑してし

まうにちがいない。

進歩した地球外生命にとって、地球は、興味のないものではない。地球人が自分のい星を出て、他の星を訪問しようになりつつある可能性の中で、宇宙船に必要な巨大なエネルギー制御という、かつて地球人類が直面したことの無い問題にどう立ち向かっていくか、非常に興味のある問題であろう。だから、彼ら異星人たちが地球を「訪ねて」地球人たちに干渉することなく観察を続けているという推論は、的を射ているはずだ。

われわれ地球人類は、宇宙空間を行きかう確かな技術を持った生物になれるか、あるいは自らが生み出した惑星に、自らを投げ込むかどうかという正念場に立たされている。そのどちらの結果になるとしても、宇宙の同族たちは、この事態に注目し、興味深くそのなりゆきを見守っているのである。■



▲星のゆりかご・オリオン座大星雲。

行センターのマイクル・ハートは、そのうちで最も重要な要因について、次のような算定を行なっている。

もし地球が実際よりも5パーセント太陽に近かったとすれば、生命は誕生しなかつただろう。その場合、地球の海水は沸騰し、世界中が温室のようになる。そして、まるで金星のようになり、地球全体が南北両極に干るまで平均460度Cの熱さになってしまう。また、地球が太陽より2パーセント遠かったとすれば、地球上はすべて氷河におおわれていたはずである。

地球のような星をつくるのも、思っ

ていたより、難しいようである。1960年代に、カール・セーガンを始めとする著名な天文学者たちは、われわれの銀河内に、知的生命が住むと思われる星は100万個もあるとしていたが、それはどうも果敢的すぎる見積りのようだ。

バージニア大学の物理学者ロバート・ルードとジェイムズ・トレフィルは最近、その著書「われわれは孤独なのか?」——宇宙にいるのはわれわれだけなのだろうか?」(スクリアナーズ社、1981年)において、銀河の中で知的生命が存在する可能性のある星は数十個程度が妥当な線だろうと主張している。銀河系に2000億個の星々が存在することから考えれば、これは実にわずかなパーセンテージだ。

他星には知的生命体がほとんど存在しないというこの少々は、われわれの宇宙における同族である知的生命体に対する、新しい見解をもたらすことになる。

議論をすすめていく都合上、銀河系の歴史の中で、地球によく似た100個の惑星で知的文明が出現したと仮定しよう。現在、銀河系の発生から120億年経過していると推測されており、銀河の高巻きらせん状の腕の部分については、おそらく少なくとも80億年

前からあったものと考えられている。したがって、この80億年の間に、腕の部分で100個の知的生命が誕生したことになる。

文明が誕生し、はるか高い段階にまで進化するには、普通多くの時間を要する。

しかし、地球人が、地球外の生命の問題について考えるようになったのはほんの2000年あまり前のこと。この研究に現代科学技術が用いられるようになってからは、わずか50年たらずなのだ。100個の文明のうちたとえ1つでも、その発展過程において、われわれとちよつと同じレベルにあるという確率は、宝くじを1枚だけ買って当たりの確率と同じようなものだ。

われわれの銀河系内で、自らの太陽系を探索する宇宙船を建造しているものは地球人しかいない。他の恒星系へ到達することを計画しているものも他にない。核融合や核分裂、化石燃料の技術を保有するものも他にない。そして、工業化時代のあけぼのより2世紀、諸発見のラッシュや、科学技術の急激な発展を経験しているものも他にない。他の星の知的生命体は、これらのことをとづくに経験しているのである。

彼らは、ずっと以前に恒星間飛行の

方法を手にし、老化や病気の問題についても解答を出している。彼らにとつては、エネルギー危機などはるか大昔の出来事なのだ。どうしてそのようなことも確信をもっていえるのか。それは、これらのことがなにひとつ物理的法則に反していないからである。

適当な技術さえあれば、われわれも宇宙を駆けめぐり、寿命をのばし、事実上無限のエネルギーとされる星々のエネルギーを引き出して、活用することができるとだ。もし、銀河系の100の文明がこの段階に到達しているならば、この数世紀の間におかれわれもそこに到達することができるとだ。もちろん、われわれが自らの首を締めたいなければの話だ。

## 興味の対象は地球人類

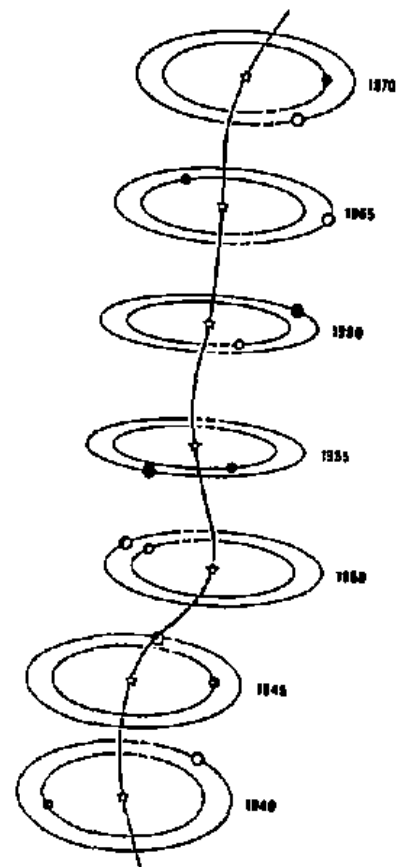
しかし、健康や宇宙旅行、エネルギーの問題が解決された後にも、いくつかの知的な問題は依然として残る。このため、知的生命体は他の星に存在するかもしれない生命について関心を示すようになるだろう。遅かれ早かれ進んだ文明同士は、互いに出会うようになる。われわれより以前に出現した知的文明を有する生命は、単独で、あるいは協力しあって、銀河の調査をすすめているのだ。

かの箇所で渦動が生じ、最終的にビザバイ形の円盤となって安定する。その中心にある大量の物質が恒星を形成する。円盤の残りの物質は、徐々に惑星や小さな星になる。しばしば、ほぼ同じ質量の星が2個以上誕生することがある。これがいわゆる連星である。

このように無数の恒星が存在するということは、無数の惑星が存在することを意味しているように思える。しかし、実際はそう単純ではない。タイプの異なる種々の星について調べていくと、きわめて複雑だということが判明するのである。

たとえば太陽より大きい星は、何百倍何千倍も太陽より明かる輝き、巨大なかがり火のよっくに、せいたくに核燃料を消費してしまふ。そして、それらはほんの数百万年という短い期間に爆発して、その質量をばらまくかもしれない。超新星の爆発として自らを破壊し、その本体を失ってしまうことになるだろう。

太陽の2倍以上の質量を持つあらゆる星の寿命は、15億年に満たないのだが、地球の場合、誕生後15億年といえ、そこに生息する最も進化した生物といえ、バクテリアや菌でしかない。また、その地殻形成においても、最初の安定した土地が海面に形をなす時期よ



▲バーナード星の惑星によるふらつき。

り前である。

地球の年齢は 現存45億年だが、生物が出たのは ほんの5億年前のことにはすぎない。わが地球での経験によれば、長期間にわたり太陽と地球が安定した状態を保っていたからこそ、より進化した生命が生まれることかてきたのだ。生命の誕生と進化の過程は長くきびしいものである。

太陽がもうすこし大きな星であったら、現在すでに爆発しているか、あるいは、膨張して赤色巨星となり、地球をのみ込んでいただろう。つまり、進化した生命がそこに誕生するという余裕はなかったであろうと考えられる。

また、われわれの地球が連星系に属していたら、長期間にわたり比較的安定した状態を保つことはできなかっただろう。しかし、夜空に輝く星たちの

約70パーセントは、こうした連星系なのだ。

さらにまた、もし太陽が今より小さければ、いわゆる赤色矮星になってしまう。この種の星は、核融合反応によって、恐ろしい放射線の風を宇宙空間にはき出している。そこに生命を持つ星が存在することは、まずありえない。惑星が生命や水を保てるだけの熱を赤色矮星から得られる近さであれば、生命は殺人的な放射線から逃れられなからである。

はるか遠方の星を調べてみると、状況はますます悪くなる。われわれの太陽の位置する、銀河の渦巻きの腕にある部分には、星はまばらにしか存在しない。現在知られているほとんどの星は、銀河の中心部に密集している。これらの星は、第II種族に分類されて

### 宇宙先進文明の可能性

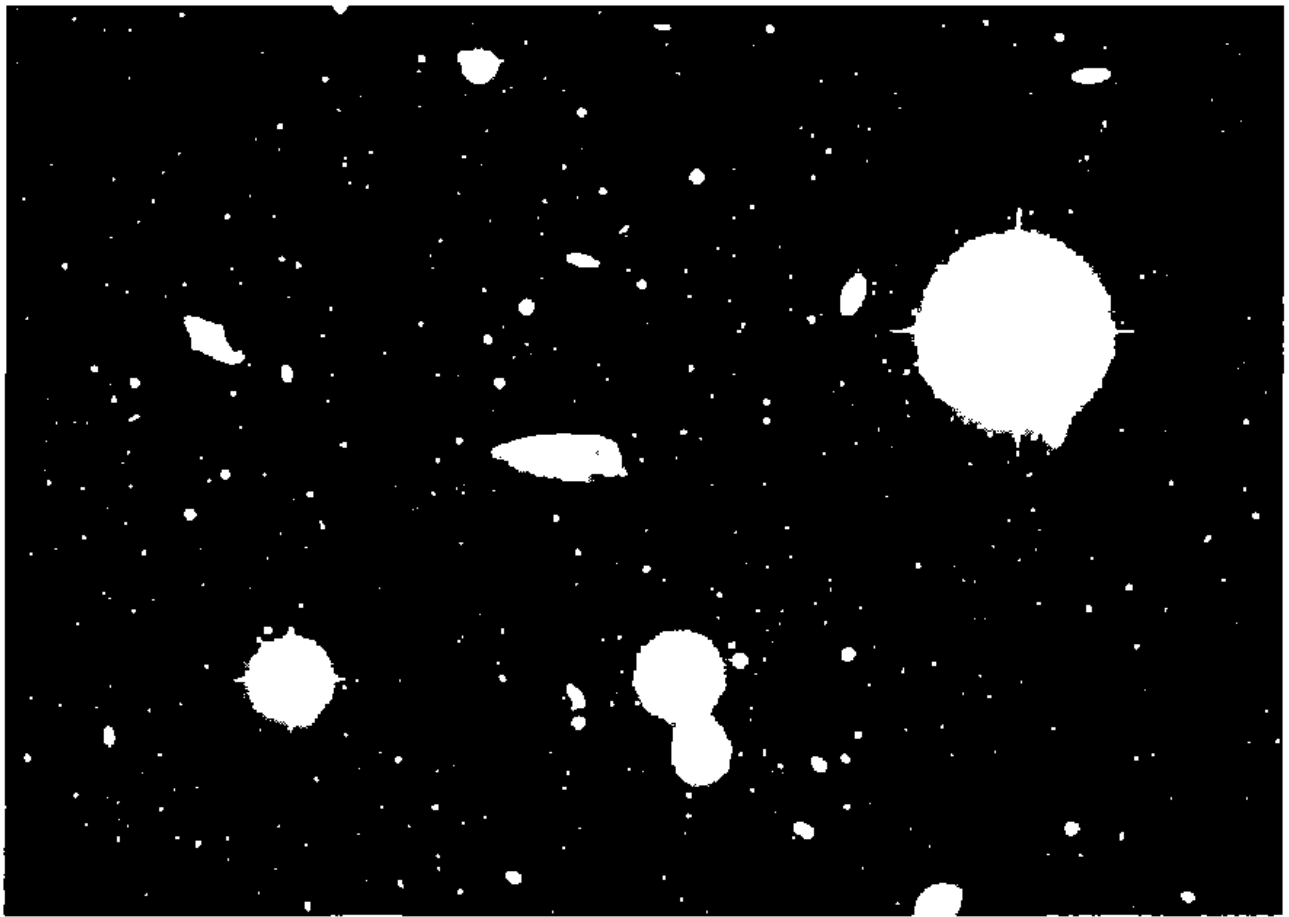
おり、第I種族に属する太陽とは化学組成が異なっている。しかも、その存在する位置のせいで、大量の放射線にさらされている。このような状態のところに、われわれの知っているような生命体の生息を考えるのは、ほとんど不可能である。

さて、これもだめ、あれもだめとなつてくると、他の天体に生命が存在するといわれわれの期待はどこに残されているのだろうか。

可能性として考えられるのは、渦巻き状星雲の腕の部分に位置して、基本的には、太陽と同じくらいの大きさを保っており、二重星や多重星でない恒星に属する恒星といつことになるだろう。とすると、この条件に合致する恒星は、現在知られている宇宙の星すべての、ほぼ1パーセントにすぎない。

次に、この恒星のグループの中で、地球に似た惑星が形成される可能性を推定しなければならぬ。すなわち、恒星に対する位置がほどよい距離にあり、つねに水が液体の状態で存在し、その他諸条件も生命の誕生に適している惑星である。

これには種々の要因を考慮する必要があるが、NASAのゴダード宇宙飛



▲宇宙に数多く存在する惑星系——。だが生命を宿した星はごくまれだ。

きわめて強力なものでなければならぬ。それら証拠の当否を試してみることにしよう。

## 太陽系外にある惑星

1つのいい古された指標は、多数の星があるのだから、宇宙には生命が存在しているはずだというものである。しかし、これは考えの浅い主張であり、より詳しい考察が必要となってくる。

早稲田は太陽と同じような恒星の中心部における核融合反応によって激しい熱や光（ $\gamma$ 線）放射線を出している。そこには生命は存在しない。それでもわが宇宙にいくつもの惑星があることすら、他の恒星にも惑星があると推定できる。そしてこの件に因しては、重要な証拠をあげることができ

る。へびつかい座にあるバーナード星は太陽から2番目に近い恒星である、太陽の10分の1と小さく、温度も低いために、非常にぼんやりとしていて肉眼で見ることができない。しかし地球からわずか5・9光年（55兆8500億キロ）の距離にあるので、その恒星の動きを正確に追うことができる。

このファイラデルフィア近くにある、スプロウエル天文台のピーター・ファン・デア・カンフは、その生涯のほとんど

をこのバーナード星や、太陽系近傍の他の星々の研究に捧げてきた。その彼が、最近、バーナード星には2つの惑星があるという、かねてからの自説を裏付ける研究結果を発表した。

これらの小さな直接観察することはできない。しかし、バーナード星の動きのふらつきを精密に測定することで、この小さな惑星にとり、重力が作用していることを明らかにしたのである。

こうして判明したバーナード星の2つの惑星のうち、内側の惑星は、13・5年周期で公転し、その質量は太陽系最大の木星である木星の70パーセントほどになる。また、外側の惑星はそれよりわずかに小さく、公転周期は約19年である。これに対して、木星の質量は、太陽のまわりを1周するのに12年かかり、その外側の土星は30年で1周する。このように私たちの太陽系にも、早く見られることから、他の恒星にも、早く回っていると考えられる。

そしてまた、星の誕生の仕組みについても、今日ではかなりわかってきており、それによってもわれわれの主張を裏付けることができる。

星々は、星雲とよばれる宇宙の塵とガスの巨大な塊から成り立つ。近傍の超新星爆発の衝撃波によって、星雲が収縮するとき、圧縮されたいくつ

# UFOアストロノミー われわれは宇宙の孤独な 存在ではない

テレンス・デイツキンソン  
白河和夫訳  
天文学者／UFO研究者

宇宙に人類以外の知的生命は存在するか。はるかな昔から、多くの人々がこの問題に関心を寄せてきた。UFO地球外飛来説の基盤をもゆるがせかねないこの問題に、UFOと天文学の権威デイツキンソンが取り組み、宇宙先進文明の可能性を詳細に分析する。

宇宙の中で太陽系の地球のみにしか、人類が存在しないと考える人は、今日では皆無に近いだろう。すでに紀元前450年には、ギリシヤの哲学者アナクサゴラス（前500年頃〜428年）が、宇宙全体にすべての生物のものと成る、生命の種がバラまかれたと考えている。さらに

その4世紀後、ローマ詩人ルクレティウス（前94年頃〜55年）は、宇宙はわれわれ人類のためだけに創造されたのではなく、他にも地球のような世界が必ず存在し、そしてそこには、人間のような生物が住んでいるにちがいないとほのめかしている。その時以来、本当に地球以外にも生

命が存在しているという考えは、その時代時代の宗教や科学の宇宙観に依りて、賛同を得たり、否定されたりしてきた。だが、20世紀に至るまで、そのような考えを裏証する方法もなく、また基盤となる事実も発見されなかった。地球外に知的生命が存在するか否かという問題は、科学に関わるものであると同時に、宗教的テーマでもあったのだ。

有している可能性もありうるということが明確になってきたのである。また、これと並行して、地球外生命の問題に関心を抱く科学者たちも、強力な新しい科学技術を利用できるようになった。つまり、1960年〜70年代には、生物学、物理学、天文学、宇宙航行学、その中でもとりわけ推進システムの飛躍的な発達が見られ、人類史上初めて、地球外生命の存在を暗示するデータがもたらされるようになったのだ。

ところで、UFOか他星の知的生命によるものか、という説得力ある事例を入手しようと思うのなら、まず最初地球外生命の存在を裏付ける証拠が

恒星間飛行のできる輸送システムを保

分に属するもので、実験的に証明されている部分はずかではあるが、実際にはもっと強い働きを持ったものではないかと推定される。

そして、われわれ一人ひとりの心は、心のもっとも深い部分で、お互いにつながり合っていて、ひとつのネットワークを形成している可能性があるのだ。

その上、そのネットワーク自体が、われわれ一人ひとりのPKを媒介にして、現実に影響を与えていると考えられる。とすると、もしそのネットワークの中にあるものを知ることができるならば、ちよつとは地図を見て完成した仕事を想像することができるようになる。将来予測することも、ある程度可能になってくるのではなからうか。また同様に、地図を見て遠隔の地の様子を知ることができるようになる。遠い場所まで現自起きていることも、知ることが

できるだろう。これが予知とか透視とか呼ばれているものの仕組みではないだろうか。

ユングは、「共時性」が超心理学の原因であり、また超心理学現象は「共時性」の副産物であると考へた。しかし、それはむしろ「超心理学現象が「共時性」の原因であり、「共時性」は超心理学現象の副産物である」と見るべきであろう。

この仮説は、かなり突飛なように見受けられるだろうが、原則として一応実験的に証明された事実のみを用いて、それらを大ざっぱに説明することによって得たものである。そして、これまでに述べた「超心理学」の「超心理学」の説明よりも、科学的仮説としての条件を高めていると確信する。少なくとも「神」や「霊」などのように、非科学的なものではないはずである。

そして、もしこの仮説が正しいとすれば、原則として、すべての記憶が収められている無意識をテレパシーでつないだネットワークの情報量は、膨大なものになる。しかも、その中には、故人の記憶も残っていると考へられるのだ。

この巨大なメモリー・バンク「記憶」

紙面の都合で、とくに後半部の論旨を簡明化せざるを得ませんでした。この問題をより詳しく考へてみたい方には、次の本をお勧めします。

- 「共時性」について  
『偶然の本質』A・ケストラー 村上隆一 訳 岩波書店
- 「自然現象と心の構造」ユング/パウリ  
可全雄雄他訳 海鳴社
- 「信じられない偶然」A・ヴォーン  
新島昭昭訳 あかね書房
- 「シン・ハガエルの謎」A・ケストラー 石田敏子訳 サイマル出版会
- 「迷信の心理学」G・ヤホダ 塚本利明訳

銀行が「こそが、益媒や転生者たちの情報の出どころとなっているのではないだろうか。

暗合現象とは、もしそれが存在するとするならば、それは、われわれの心が、現実の世界に影響を与えているということを示すヒントなのかもしれないのだ。

法政大学出版局  
●ユング派心理学について  
『分析心理学』C・G・ユング 小川泰之 訳 みすず書房  
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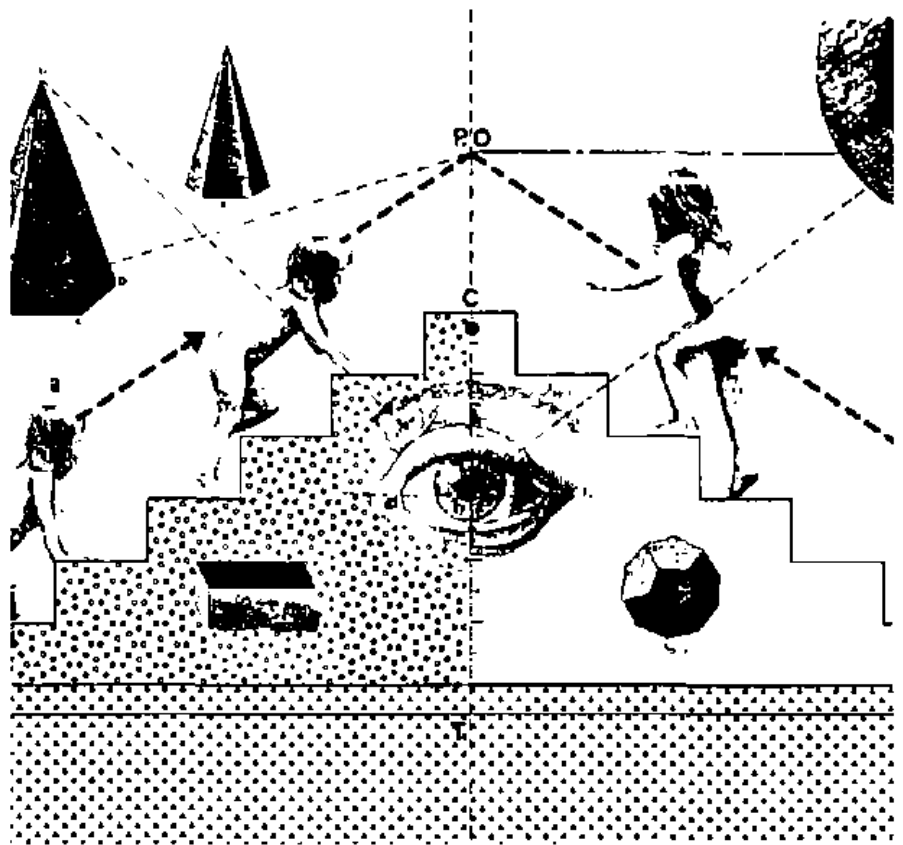
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## 暗合現象はなぜ起きるか

しばしば「暗合現象」は、神のしわざとされ、「神のお導き」や、「見えざる神の手」に帰されるのである。

しかし、それらが「神」のしわざであるという考えは、科学的説明として採択することはできない。というのは、

「連板竹」とか「共時性」とか呼ばれている現象の中には、右のような物理的要因を含んでいたり、ある種のタイ

ミングを持つて起きたりする場合が少なくない。このようないわば「純粹な暗号」をどう理解すればよいのであろうか。

それは何ものをも「説明」してはいないからである。

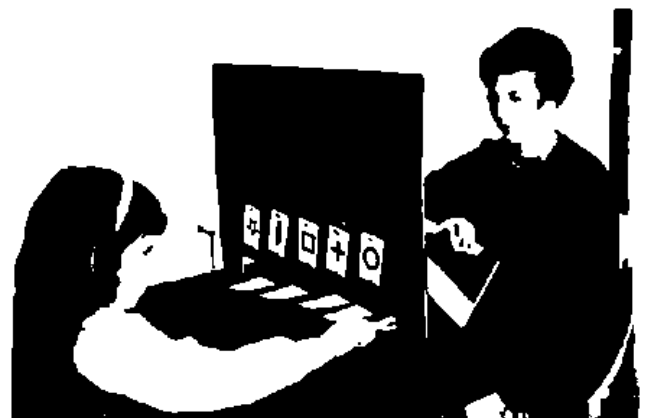
第一、もし神のしわざなら、カンノラーが集めた例のように、劇場の切符の番号と荷物預り札の番号を合わせたりするだろうか。こんな酔狂なことをする神とはいったい何者なのであろうか。

暗合現象として紹介されている事例の中には、人間のしと関係したものが少なくない。たとえば、会いたいと思っていた人とバッタリ会うといった類いである。

決して強いものではないが、われわれにESPやPKといった超能力が備わっていることは、ごく一般的な方法による実験結果として明らかにされている。

ひょっとすると暗合現象は、われわれの無意識のうちのPK（妙いわけのなかり）によるものではないだろうか。このように考え直してみると、暗合現象には数々や名前に関するもの（ケルカ）も多いことも説明がつく。

まだ意識と無意識が未分化な状態にある幼児は、ゲジヤレを非常に好むし、大人を対象とした言語連想検査などの結果でも、やはり無意識の世界が語呂合わせに支配されていることに気がつく。



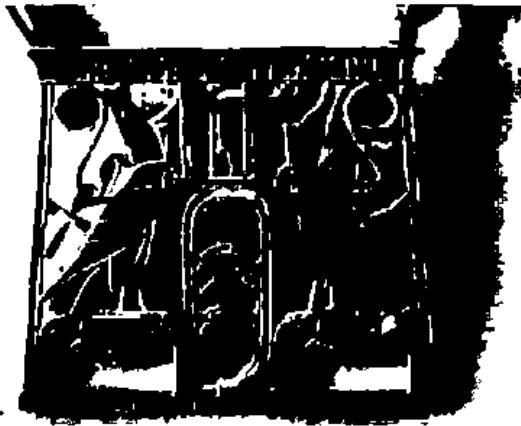
▲ESP能力を調べる実験。

もし、無意識のうちにわれわれのPKが働いているとすれば、それが現実界に反映して、暗合現象のようになって現われてくるとも考えられるのである。また、ユングらによると、数字もやはり無意識の中で重要な役割を果たしているという。

そうすると、私とM君とが申し合わせたように、環状8号線高井戸付近に米合わせたのも、無意識内容の反映なのだろうか。

いや、むしろこの場合は何かテレパシー的なものが作用していたと考えるべきであろう。

テレパシーも、やはり無意識的な部



▲エジプトのスカラへ(中央下)。

そして、ジェイムズ・カーク・パトリック・ジュニアという、同じ名前を持ち、共に1956年6月4日生まれという2人の人物もまた、その社会保険番号まで同一であり、品物の変更も請求しているのだ。

これらの事例は、アラン・ウォーンが「FATE」誌(1980年1月号)の中で述べているもので、報告自体の信ぴょう性も高く、記憶違いによる誇張なども入りにくい事例であろう。

1人の人が他の人に出会う回数を考えると、たまたま同じ番号を持った人が出会う可能性も皆無とはいえないが、あとの2つの事例に関しては特筆すべきことになってくる。

約2億2250万人というきわめて多くのアメリカ人の中で、同性同名さらに同じ社会保険番号を持ったカップルが、2組も出てくる確率はどのくらいあるのか。あるいは、同様にして、同じ日に誕生した同性同名の人物が、同じ社会保険番号を持つと、ハッケーヌが生じるのは、どのくらいの確率になるのだろうか。詳しい計算はできなく

## 食い違う「共時性」の解釈

「暗合現象」については、すでに述べたように、多くの人が注目し、解釈をつけようとしてきた。

カンメラーは、あくまで超心理的解釈をせずに、物理的に説明をし、ユングはこれを無意識の力とした。しかし、ケストラーは彼々にに対し、「彼ら2人も非因果的な原因を提案して、しかもそれを復讐因果律的な言葉で説明しようとした」と喝破している。

よく見てみると、彼らのいう「連環性」や「共時性」は必ずしも同じものを指しているわけではない。カンメラーのいう「連環性」は時間的にやや前後して起きたものをも含んでいるのに対し、ユングの「共時性」は同時に起きたもののみを扱っている。また、ウォーンは「共時性」という言葉を使っているにもかかわらず、むしろ

でも、相当に低い数値になることが考えられる。

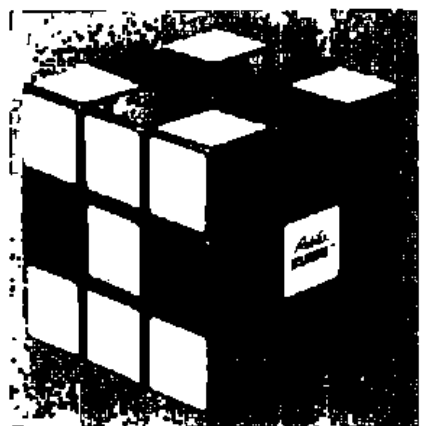
これらの例を見ると、やはり「偶然の一致」ということは、単なる確率以上に起こり得るのではないかと思われる。

よくとも右に下したことは、一定の統計的証拠として、確率を持つものではないだろうか。

カンメラー的な部分に注目し、予知夢のようなものまで「共時性」の一杯として考察している。とくにユングは超心理学の実験結果をも「共時性」の現われとして考えているようである。

ユング自身は、おちちよこちよいのマカルト・ニアが誤解しているように、因果律までも否定しているわけではなく、因果律も認めてはいるが、ただそれだけでは不十分であるという考えである。しかし、世の中の大多数の結果までも共時性に属せよとするときには、私は同意できない。

確かに、テレビ番組に関しては、搬入されたようなものはまた取り扱われてはいない。まして透視や予知については、そのような媒体を考へることさえ無理がある。とはいっても、だからこれらの現象は非因果律によるものだ」と結



▲偶然には隠された法則がある？

論つけてもよいものなのであろうか。そこでここでは、ひとまず予知や、遠感、あるいは透視と解釈される現象を除外してみよう。

冒頭に述べたM君と私の出会いの場合、もし、たんにM君のことを思い出したり、O君とM君について話をしたことか、何百回かうちに、間もなくM君と会うことを、透視したか予知したのと解釈することも可能である。しかし、偶々にM君とよく似た人が通りかかったという事実によって、右のような解釈は不可能になってくる。

何がこのような物出的な「偶然の一致」をひき起こしたのであろうか。また、最近M君と出会ったのは、2人の家からも職場からも離れた場所であり、互いに予定外の行動で通った場所であった。仮に2人の戸で誰のうちのES Pによってわれわれの、り会ったのだとしても、なぜちょうどこの原稿を書く直前でなければならなかったのだ



例としてあげている。

しかし、オーストリアの1冊の著書「スタッフ・ヤホダは、その著書『星の心理学』の中で、この事件があった季節にコガネムシが飛びまわる時期であったかもしれないこと、そして窓ガラスが見える位置にいた女性患者が、たまたま窓ガラスにぶつかるコガネムシを無意識のうちに目にして、逆に彼女の話にそれカズキを及ぼしたということともありうると指摘している。つまりユングはこの可能性はあろう。それがコガネムシの出やすい季節であったかさえも明らかにしてはいるのである。

また、ユングは占星術に関する調査実験において、本来通中するはずのない占星術が適中するのは「共時性」が作用していると論じている。しかし、この実験にはその方法に問題があったことを、やはりヤホダによって指摘されている(本誌64号掲載拙稿「占星術——その信ぴょう性とカラクリ」参照)。

さらに、こういった記録一般について考えてみると、その多くは事件があつてからかなり時間が経過して後に、初めて記録されることか多く、その間に記憶それ自体が歪められている可能性も大である。ということは、それか偶然的産物であるか否かを決定することはできないのである。



▲カール・グスタフ・ユング

このようにいえば、それらの事件が発生する確率は非常に低いのに現実に起きている。と反論する人がいるであろう。私の体験を例にとれば、これはM君が私の大学のSF研の例会に出席する確率と、私カズキで声をあげるほどM君によく似た人物に出会う確率とをかけた数値はさきわめて小さくなるということを意味している。

だが、そのような反論にもいさかか問題がある。たとえば、サイコロの1の目が出る確率が6分の1であるというのはどのようなことを意味するのだろうか。これは、サイコロを何度も振っている中で、1の目が出た回数が全体の回数の6分の1に近づいていくということなのである。

つまりたまたま1回目に振ったときに1の目が出ることも起こりうるのだ。発生する確率が非常に低い事件がたまたま起きたとしても、それだけでその



▲ヴォルフガング・パウリ

事件に何か特別の意味づけをするわけにはいかない。

なお、こういった確率を計算する際に、少なくとも1000種あるアメリカ人の姓の中では、同姓の人物に出会う確率は1000分の1である」とい

## 説得性を持つ統計的証拠

しかしまた、想像しつかない「偶然の一致」という現象が起ることがあるのも事実。

アメリカの社会保障局によると、同一の社会保険番号を持った人が出会うことは「事実上ありえない」といわれている。この番号は、地域ごとに申し込み順につけられ、そのようなことのある確率は約100万分の1であるといわれているのだ。

ところが、カリフォルニア州の歯科医とその女性患者の社会保障番号はまったく同一であったのだ。約30年前に



▲J・B・ライネ

つたよって判断の誤りも目につく。なぜならば、珍しい姓とありふれた姓が存在することを忘れているからだ。たとえば、アジモフという人が2人出会うよりも、スミスという人が2人出会う可能性の方がはるかに多い。

ミシガンでその番号を取得した歯科医は、社会保障局に抗議しているというが、保障局はそれに対して何ら説明をすることができなかったという事例がある。

また、カリフォルニア州に住む2人の女性バティ・アン・エルウッドと、バティ・アン・カールステッド(旧姓エルウッド)の場合も同様で、社会保障番号が同じで、一方が地方の税金の請求を受け続けているため、9年間も保障番号の変更を要求し続けているという。



▲現象と科学を隔てる道は遠いのか。

「2a——私の義兄E・フォン・Wは1910年11月4日、ウーリンにあるホーセントルフ会館の音楽会に行った。その時の体感番号は9で、コートを書いた時の番号も9であった」  
 「2b——11月5日すなわち翌日、私と彼は、ウーリンの音楽会にオーケストラを聴きに行った。そして、座席番号は21で、コートの預け証も21であった」

カメラは、この2aと2bのような例を、「第2番目の系列」として分類した。というのは、体感番号と預け札の番号の一致は、2日続けて2度起こったからだ。そして、「このようなことは非常に多く、きわめて普通のことである」と彼は述べている。

次に、この問題に注目したのは、スイスの精神分析学者カール・グスタフ・ユング（1875～1961）だった。

彼は物理学者のヴォルフガング・パウリ（1900～1958）との共著

## 暗合と錯覚の判断基準

右にあげた人々は、いずれも「偶然の一致」を単なる偶然以上のものだと考え論述しているのだが、それらに対する批判もある。

ユングは、若い女性患者から黄金の

「自然現象と心の構造」の中で、この現象について詳しく論じている。

彼はこの現象を「リ時付」と呼ぶ。「意味ではあるが、因果的には関係のない2つの出来事が同時に起こること」とあるいは、「同一の意味もしくは類似した意味を持つ2つ以上の因果的には関係のない出来事が、時間的に一致して起こること」と定義した。

以上の2人の他にも、1959年にはユングに触発されたドイツの詩人W・フォン・ショルツ（1874～）が「懐念と宿命」を、1972年はハンブリー出身の科学評論家アーサー・ケストラー（1905～）が「偶然の本質」を、1979年にはアメリカの超心理学者アラン・ウォーレンが「信じられない偶然」を書き、それぞれにこの問題について論じている。

ケストラーの本は欧米ではちよっとしたベスト・セラーになり、近年この現象に人々の注目を集めるきっかけをつくった。

スカラへ（エンブトの神聖コガネムシ）に関する夢の話を書いている最中に、ちよつと飛んできたコガネムシが、部屋の中に入ろうと何度も窓ガラスにぶつかっていたという話を、共時性の一



▲ありふれた街のたつまいを見せる渋谷・道玄坂。

学生時代のある日、大学のSF研究会の例会に出るため、友人のO君と私は渋谷の道玄坂を歩いてた。

その時、高校卒業以来会っていなかった友人のM君らしき人が歩いてくるのに出会い、思わずなつかしい気持ちで彼に声をかけた。だが、彼は一瞬キョトンとし、変な奴だな、という顔つきでそのまま通り過ぎてしまった。人違いだっただけだ。

人口1千万を越す東京で、偶然に古い友人と出会うことは少ない。

「間違えるのも無理ないよ。あのM君によく似ていたもの」と、O君になぐさめられ、

われわれは時に、「偶然の一致」としかいいようのない事件に出合う。しかし、それは本当に偶然、あるいはユングのいう「共時性」のいたざらなのか。それともそこには、何らかのメカニズムが働いているのだろうか。

## 「偶然の一致」を科学する

# 暗合現象ニズナリ

科学評論家

志水一夫

「彼は今どうしているんだろう」

などと話しつつ目的地の喫茶店「ノール」に到着した。すると、SF研の仲間たちの間に、今度は本物のM君がヒョッコリ座っているのを見て、私は驚きをおさえきれなかった。

この話はその後ほとんど忘れてしまっていた。しかし、最近、この原稿を書くことが決まる前日にこれを思い出させることが起きたのだ。

その後も再び会うことのなかったM

## 多くの著名な科学者も注目

この現象に知的興味を向けた最初の人物は、オーネストリアの生物学者、ウル・カンメラー(1880-1926)だといわれている。

カンメラーは身近に起きた暗合現象を丹念に集め、その中から10例を選んで「連続性の例」(1919)という本にまとめている。

彼は暗合を「連続性」と呼び、「同じ、

君に、今度は杉並区高井戸付近の環状8号線路上でばったり会ったのである。

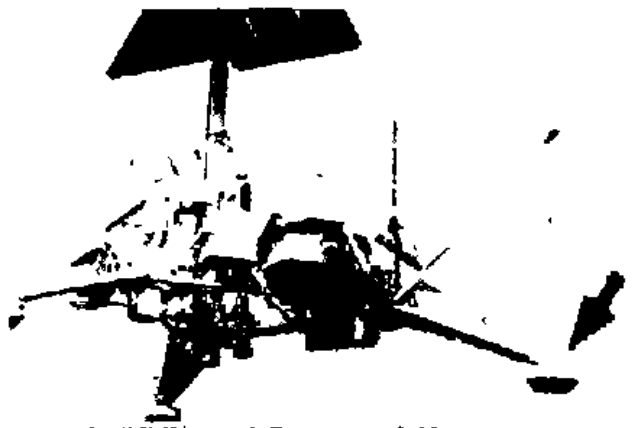
われわれは人生において、しばしばこのような奇妙な「偶然の一致」に出くわすことがある。それは文字通り「単なる偶然」にすぎないのだろうか。それとも何か特別の意味を持つのか。

近年にわかに、この「偶然の一致」という現象が注目されるようになってきた。今回はこの暗合現象について、考えてみることにしよう。

もしくは類似した事柄や事件が目的に反復し、そうした一群の事件の個々の間の時間と空間との中で1つの地時的構造を示すが、それらは同一の作用因で結びつけられないものである」と定義した。

カンメラーの集めた暗合現象の1例のほとんどは、決して目をみはるようなものではなかった。例をあげると、





▲LEM(月着陸船)には、矢印のような着陸脚がある。

ムを備え、レーダー装置により防備も  
 攻め、しかも敵方から探知されずに秘  
 密に地上に侵入できる戦略機。この場合、  
 攻撃演習目的の地は、おそらくホワイト  
 サンズミサイル試射場であったのだろ  
 う。この潜入システムあるいはECM  
 装置(戦略電子機)は、レーダー・  
 システムでは探知できない、先頭発着  
 されたスパイ機と同じものと思われる。  
 ところが、攻撃演習目的の地に向かう途  
 中で、故障を起こりやむを得ずソッコ  
 ロの町はずれに着陸したところを、運  
 悪くザモラに目撃されてしまった。

テスト機が関係者以外に目撃される  
 という予期せぬ不祥事を起こし、しか

も事件がホワイトサンズ・ミサイル基  
 地に通報されたことを知った当局は、  
 即刻テスト飛行の事実を隠す工作にと  
 りかかった。こうしてソッコロ事件は  
 ミステリーに包まれてしまった。

米空軍は事件を一応調査したが、結  
 局、謎の飛行物体として処理をした。  
 ところが、このような結末は、UFO  
 の謎を一層深めることになり、UFO  
 研究者たちはついその工作にのせられ  
 てしまうことになる。こうして影の工  
 作機関は、謎の物体の正体を究明する  
 調査のほこ先を他に向けさせ、そのう  
 えUFO研究への関心により拍車をか  
 けることにまふまふ成功してしまつた  
 と、わけだ。

調査の結果、ホワイトサンズの人々  
 は、いし、事件当時にはLEMのテスト  
 について知らなかったことが判明した。  
 もちろん、ここで仮説としてあげたE  
 CM装置を備えた航空機について、知  
 るはずがなかった。それに、船機に属  
 するプロジェクトであつたから。

そして、この仮説の根拠は、テスト  
 を地元にに行なおうとする車の念入り  
 な工作や軍の方針からみて、充分信び  
 よう性があると考えられる。では、一  
 例をあげてみよう。

1970年に、1機のUFOがニュ  
 ノキシコの空中に現われ、曲芸飛行

や8の宇飛行を行ない、最後に、パラ  
 シュートを使ってロスアラモスには下  
 した。このふつてわいた突然の出来事  
 に、役人たちはあ然としてしまい、そ  
 の謎の物体がいつたいどこから飛来し  
 たのか、その正体については判明しない  
 ままになってしまった。後になって、  
 このUFOは、ホワイトサンズから打  
 ち上げられた、基地からコントロール

## 再考しなすべきUFO現象の解明方法

この、古典的、UFO目撃事件の真  
 相にふれながら、ソッコロ事件に関す  
 る仮説を見直すことにしよう。

- ① でつちあげの可能性。
- ② 地球外から飛来した宇宙船。
- ③ 月着陸機(LEM)のテスト。
- ④ 専門学校の生徒がつくった粗雑な  
 飛行機。
- ⑤ 軍事テスト(おそらくECM装置)
- ⑥ 政府当局の行なった秘密テノーで  
 再整備を故意にもりあげようとはか  
 った工作。

以上6つの可能性があるが、もっと  
 もその可能性の低いのが、①のでつち  
 あげ説。ソッコロ事件を裏付ける充分  
 な証拠が存在し、事件のもたらした利  
 益もわずかなものであつたからだ。

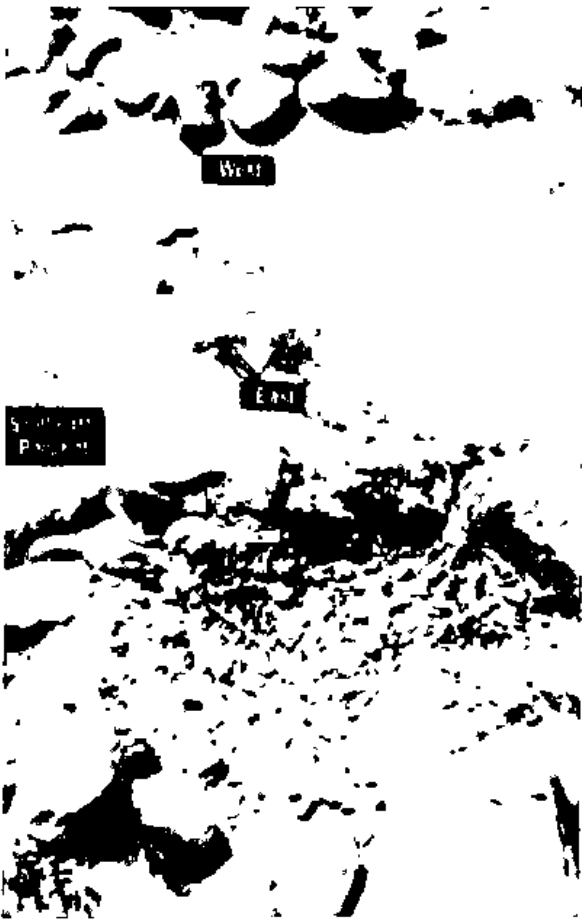
②の地球外訪問説は、多くのUFO  
 研究者が好んでとりあげる仮説である。

された無人の高度偵察機であることが  
 わかった。

当初、軍部はこの事実を否定してい  
 たが、GSWの調査で事件が明かると  
 に出るに及んで、結局認めざるを得な  
 くなった。これは軍部が行なうテスト  
 については、当局も地方の役人たちも、  
 事前に何も知らされていないことを示  
 す典型的なケースである。

彼らはソッコロ事件を引き金に、無数  
 の宇宙船が遠い星から続々と地球を訪  
 れるだろうと考えている。しかし今の  
 ところこの事件で証明できるのは、ザ  
 モラが何かを目撃したという事実のみ  
 である。再度振り返すが、ポルトとナ  
 ットでできた飛行物体を目撃すること  
 と、それを遠い星からの宇宙船である  
 と主張するのは別問題である。何を根  
 拠にそういう切れるのだろうか。

次に、③については、ソッコロ事件  
 の1年後に事件現場近くで、アメリカ  
 政府はLEMの実験を行なっている。  
 しかし、すでにそれ以前にもテストを  
 実施していたのではないか。そして、  
 ソッコロのUFOと専門学校の関連性  
 を追求した調査利用の目をそらすために、  
 学校側は故意にこの事実をゆがめて伝  
 えたとは考えられないだろうか。



▲UFOの着陸跡が地面に残した痕跡の一つ。

内でLEMプロジェクトのテストが実施されていたことを、ムーアから聞き出すのに成功した。しかし、もし事件の時にテストが行なわれていたのなら、GSWの調査員たちの質問に対して、それなりの答弁の方法があったはずだ。答え方によってうるさい調査員たちを追い払うこともできたはずである。

では、ソッコロに着陸した宇宙船がこの学校から飛び立ったものだとすれば、いったい誰が製作したのであろうか。考えられる可能性をあげてみよう。

① 専門学校の4年生たちが月着陸船の試作品や航空学の知識を持っていた。

② 米海軍がカリフォルニア州のエド

ワース空軍基地での宇宙船の実験と時を同じくして、同じ型の宇宙船のテストを行なった。

③ 軍あるいは企業が共同または独自に、LEMを製作しテストをしていたが、実験中の故障でソッコロの町はずれに不時着した。

これについて、1966年に、フィリップ・クラスは学校の学者たちにソッコロ事件についての関心の有無をたずねたが、彼らはきっぱりとそれを否定している。しかし、それはムーアが最近になって打ち明けた話と完全に矛盾するのだ。

C・B・ムーアという人物は、1949年にゼナラル・ヘルプ社で働き

ホワイト・サンズ実験場で高高度、超音速を用いて、毎時1万8000マイルの高速で飛ぶUFOを追跡した経験がある。したがって、彼はUFOについてわずかながら興味を示し、ソッコロ事件と関係してみる気になったのである。ともかく、ソッコロのUFOが、ニューメキシコの学校でつくられたと仮定するのは、数ある可能性の中の1つにすぎない。

## アメリカ空軍は謎の飛行物体として処理

現在GSWは、かつて1940年代中頃に軍の極秘プロジェクトの舞台の1つであったニューメキシコのロスアラモスの調査に力を注いでいる。ここは原子爆弾第1号の開発につけられたコード・ネーム「マンハッタン計画」の舞台でもある。今日でもなお、この地の研究センターでは軍の機密実験が行なわれているのだ。そして、このセンターはソッコロの北北東130マイルあまりに位置している。

ロスアラモスとソッコロの東側にはリオグランデ河が流れ、2つの町の間は軍事行動を禁止した区域には指定されていない。したがってロスアラモスを飛び立った軍の飛行機はこの区域を通過することができる。問題の乗物が砂浜を越えたり、リオグランデ河に沿って飛んできたとしても、ソッコロの町を越えるコースはほぼ一直線なので、燃料消費も少なく操縦も容易であると考えられる。

しかし、この仮説によると、どうしても交通量の多い国道85号線から州道40号線を横切ることになり、誰にも目撃されないでいるのは不可能であろう。そこで、新たな可能性として、UFOはアルバカーキのカートランド空軍基地の近くにあるサンテイエラ研究所あたりから飛来したのではないかという仮説が立てられる。サンテイエラ研究所は、電子工学や精密機器の開発中心をすすめている技術地帯で、この方角から飛んでくるとすれば、人目につく地域を通過するはずはない。

また、飛行物体がソッコロの北の方角から飛来したのだとすれば、それはLEM型宇宙船ではなく、普通の航空機の可能性が強い。もし、軍事目的を持つて開発されたテスト機だと想定すれば、人にあけるような機能が備わっていたと推察される。

① 宇宙計画や偵察を目的とし、飛行時間、コピート、安定性に優れたテスト機。

② 電子工学による精密な測定システム

と考えられる。

GSWの見解——この事件をめぐって物見高い観光客と町の商人の間で金が動いていたのは否定できない事実であるが、それはごく短期間しか続かなかつた。UFO事件のつちあけぐらいでは、ソッコロの町の経済を豊かにす

## 再調査によつて興味深い事実が判明した

ソッコロに着陸した宇宙船の実体については、いろいろな推測ができる。

まず、いったいどこでつくられたものなのか、UFO現象をあやつる政府の工作なのだろうか、などの疑問が次々とわいてくる。その答を出す前に、ソッコロ事件のもっとも新しい調査に注目してみよう。

1981年の初春、GSWの調査員たちは再びソッコロを訪れた。今回の調査範囲の中には、カノラそして、ザモラが目撃したUFO機体に描かれた「マーク」の実物大の図も用意されていた。その実証方法は、セットしたカメラから約120フィート離れた地点に立ち、用意してきた「マーク」の図を約20フィートの高さに掲げるのだ。白いヤール紙に赤く描かれたマークを調査員たちは何枚も写真に撮った。だが、その印附からでは肉眼ではほとんど図の判別がつかないという残念な結

果に終わった。

果に終わった。後日、調査員たちはこの実験結果について、もし自分たちが事前は何を見ているのか知らなければ、ザモラが証言したほどのマークの細部までの識別はむずかしかつたらうと語っている。彼ら2人の視力は左右とも2・0で、眼鏡の必要はまったくない。そして、ザモラがマークを見ていたのはわずか数秒間にすぎず、そのうえ眼鏡まで落としていたのである。

こう考えてくると、極度の恐怖に襲

われていたザモラの証言は、果たして真実を伝えているのだろうか、そしてそれ以前の出来事に関する証言の信ぴょう性までも疑わしくなってくる。当然、2人のヒューマノイドの目撃についても同様である。

事件当時のザモラは800フィート離れた場所から、ヒューマノイドを目撃しているのだが、この距離ではほと

んど判断がつかなかったと思われるのだ。ザモラは神経が高ぶって、大げさな証言をしてしまったのではないだろうか。

こうして、失望のうちに調査員たちが現場を立ち去ろうとしたとき、彼らは175マイルほど先で何かがキラキラ光っているのに気づいた。まったく反照鏡でよく見ると、それは廃棄された航空機の残骸であった。その飛行機はニューメキシコの鉱業技術専門学校敷地内にあることがわかった。

そこで調査員たちは市街地へ引き返り、市立裁判所の事務員にこのことをたずねてみると、事務員は彼らにその場所には立ち入らぬよう警告をした。最近、市街地へ入ったことで、2人の男が罰せられたばかりだったのだ。

GSWの一行はこの件に関し、立ち入りを許可されている周辺一帯を調査してみることにした。学校の校内をしばらく車で走っていると、立ち入り禁止と書かれたバリケードにぶつかった。そこで、車を降りて道路から離れてまっし歩き、廃棄用地がよく見える場所に着いた。

ところが暗いことに、そこには航空機の残骸から完全なものまで、さまざまな機種の航空機が置かれていた。海軍のニュート威関機やベルX型機、

そして巨大な弾道、サイルの先端部も見える。調査員たちの脳裏には、ソッコロ事件とこの専門学校とのつながりに関する疑惑が浮かんだ。

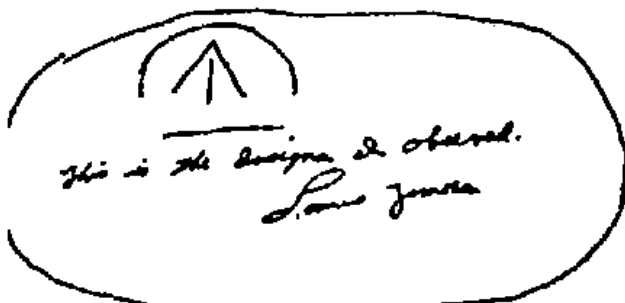
彼らは、ソッコロのUFOが巨大な航空機部品を本体に、着陸部などは残骸の内部部品から作り上げられたものではないか、との仮説を立てた。むしろ廃棄用地にはどんなタイプの機体をつくるのも可能なほどの大量の部品が転がっているのだ。

GSW本部はこの事実を報告する一方、調査員たちは専門学校の学長現象学教授C・B・ムーアに意見を申し込んだ。この大量の航空機はいつごろからあるのかという問に対して、1947年に始まったターミナル・エフェクト計画のためであり、その大部分は1950年代初めに到着したと答えた。しかし、ムーアは航空機はサイルンについて詳しい言及を避け、米海軍がキャンパス内で行なった行動に関して、いつさい口を開こうとはしなかった。

ただ、ムーア自身もソッコロ事件には独自の調査を行っており、ザモラが目撃したのは、垂直に離陸できる月着陸船(LEM)だったのではと、いかとはのめかした。

われわれはその後さらに、ザモラの目撃があつてから12ヵ月後にこの学校

LOCATED APPROXIMATELY AT  
CENTER OF OBJECT AS  
SEEN FROM ABOVE SIDE.



▲UFOの側面中央部についていたマークのスケッチ。



▲UFOの着陸痕を調べるテキサス巡査部長。

耐熱シールドもなかった。機体を保護するシールドがなければ、大気圏外の宇宙から地球に降下着陸するのは、とても不可能である。地球外から訪れるUFOであるなら、地球から打ち上げられる宇宙船と同様に、大気圏突入の際、をくぐり抜けるという物理的規則を克服することは至難のはずだ。

UFOにはそのような難関突破も不可能ではないと毎坪にこじつけるのもさ、限り、物理的規則を無視して飛ぶ能力や装置からUFOに備わっていると、とても考えられない。

例をあげれば、アメリカが月ロケットを成功させるまでに要した時間と労

力を考えてみればわかるはずだ。それでも、ソッコロに出現した物体が、大きな宇宙空間、もしくは巨大な母船から、ただ1機で地球に降下着陸したのだと主張するのは、いっそのこと、ザモラは地球外からの宇宙船など、目撃していなかったのだ、とする方がよほど理を得ている。その他にも、ソッコロの物体がアメリカ合衆国のものである可能性も考えなければならぬ。実は、ソッコロ事件の全調査を通じて、いくつかの隠蔽工作の動きを見ることが出来る。米空軍は、一般の調査機関から、物体が着陸するとき、その燃料の燃焼で汚染されたと思われる付近の土の分析結果の公表を要請された際に、これをふいふしている。もし分析テストの結果、何の収穫も得られな

かったとすれば、「何もなかった」と発表すればよいことで、何も拒否することはなかったはずだ。つまり、分析テストの結果から、何か証拠が出たのではないだろうか。

GSWはある強力な証拠と、分析結果公表を拒否した軍部の動きから察して、ソッコロの町はずれには確かに何らかの乗物か目撃したという当初からの一貫した見解を崩してはいない。

これにして、ソッコロ事件は完全なでっちあげであると思っている人たちもいる。その1人が、あの有名なフリップ・クラスである。クラスは著書『UFO's Explained』（解明されたUFO）の中でこの事件にふれ、事件内容のさまざまな部分について、論理的説明を試みている。次にそのいくつかを簡単に紹介しよう。

●クラスは事件現場で発見された機体脚部の形状が同一でないことに注目して、ニュー・キシコ州警察チエイベズ巡査部長にその形態を質問した。チエイベズは「部品には小さなシヤベルで土をU字型に掘り起こし、このように感じであったと説明し、これを見たクラスはこれですべて説明がつくと考えた。つまり現場の痕跡も、同じようにシヤベルで故意に作られたものだと推察したのである。

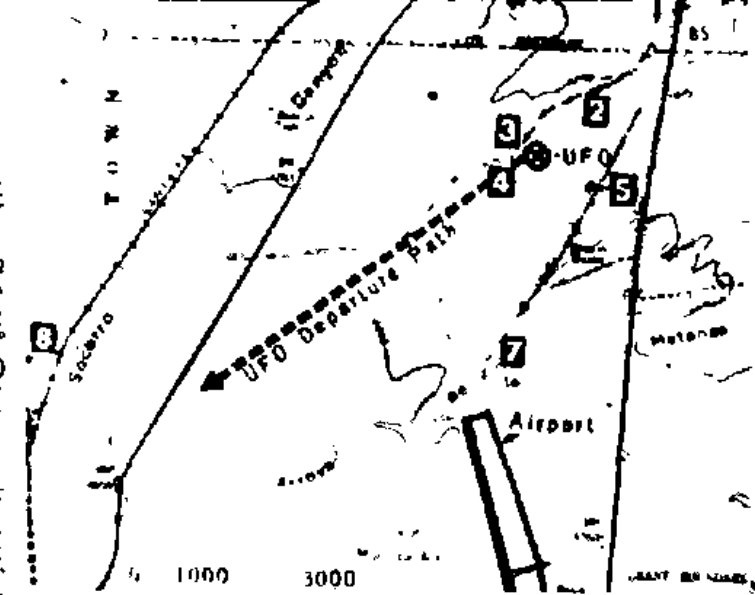
GSWの見解——土中の燃料が強く押し固められていたことに、クラスはふられて、ない。だが、それはかなりの重量の物体によって残されたと考えられ、シヤベル程度ではこれほど強く押し固めることはできない。

●クラスはさらに脚部の形状がUFOの片寄りのために台形型についていたと考えられる。また、乗物の重心自体も中心から離れている可能性もある。さらに、起伏の激しい荒地地への着陸の際には、着陸脚が平均していない方が安定しやすいとも考えられ、これらの理由から、脚部の痕跡が対称的でないことの説明がつく。

●着陸現場一帯のやぶが、物体の発したとせられる炎の影響を受けていないのはいかなる理由によるものか。GSWの見解——あの歴史に残る月面着陸ロケットの推進力と同様に、排気噴射転向装置がついていると思われる。宇宙船の噴射ガスの力は減少させられていたので、現場付近の植物を燃やすことがなかった。たとえ燃やしたとしても最も限度におさえていたのだ。

●結局、ソッコロ事件は、町の住民が観光客を引きつけるために、いわば一発あてようとしてでっちあげた事件だ





▲ザモラは(2)の地点でUFOとヒューマノイドを目撃、(3)の地点で車から降りた。UFOは点線の方向に飛び去った。

たどりついた。10フィート下には、幅は広いが干上がってすっかり浅くなった川床が見える。

ザモラは車を降りて、物体に向かって歩きはじめた。その時である。轟音が鳴り響いた。音は初め低周波であったが、すぐに耳を響する高音に変化した。と同時に、物体の下から炎が上がり、物体は動きはじめた。最初はゆっくりと、そして次第に速度を増して上昇してゆく。炎は今やはっきりと青く輝き、オレンジ色の光のすじも見えるようになった。

物体の爆発を恐れ、車に向かって走りだしたザモラは、恐怖と狼狽で車にぶつかり、長年愛用の眼鏡を落として

しまった。しかし、これを拾いあげる余裕もなく、そのまま川床から200フィートほど走って逃げ続けたが、ときどき後方を振り返って物体の様子を見ることは忘れなかった。

不意に轟音は鳴りやみ、ヒューヒューという高い音がとってかわった。物体は地上約10フィートの高さに達すると静かに南西の方向に飛びはじめた。ダイナマイト貯蔵小屋の頭上3フィートをかすめ、荒れ地の起伏に沿って郊外の方向に向かっていく。

ザモラは再び車にとって返し、眼鏡を拾いあげると本署に連絡した。目撃連絡を受けた署員に、窓の外を見て、気球のような、物体を捜すように指示をした。しかし、本署のある場所は物体が飛び去った方角とは正反対に位置していたため、本署の警官たちには物体を確認することはできなかった。物体に関するザモラの証言は非常に曖昧ではあったが、彼は事件後に2枚のスケッチを描いている。

そのスケッチには、800フィート離れた地点から見た物体の様子と、彼がもつとも近づいた100フィートの地点から見た物体の様子が描かれている。最初のスケッチでは、卵型の物体が斜めに突き出した2本の足の上に直立している図が描かれている。ただ、

接近遭遇の間に、ザモラが物体を見ていた時間は、彼が車から降りて物体の飛び立つのを見とどけるまでの時間を含めても、延べ約25秒ほどにすぎない。しかも、そのほとんどの間ザモラは眼鏡をかけていなかったのである。

しかしながら彼は、重大な事実を見落とさなかった。UFOの側面中央部に1つのマークを目撃していたのである。事件直後に彼が描き留めた図によると、そのマークは半円形の中に矢印が垂直に描かれており、大きさは約18インチ四方であった。

ただし、このマークが何を意味するのかわからない。

## でっかいおげ説を唱えるフィリップ・クルス

多くの円盤研究者は、ソッコロト件については、地球外からの訪問説を強く提唱し、充分な証拠があると主張している。しかし、それと決めてよいものだろうか。この宇宙のどこかに地球人以外の生命体が存在するのは疑いようもない。だからといって、すぐに地球訪問と結びつけるのは早計である。

現在のところ、地球外の生命体の存在を確認する科学的根拠は何ひとつないが、われわれは宇宙の広さと、そして知的生命体を有する可能性を秘めた数限りない惑星の存在を忘れることができない。

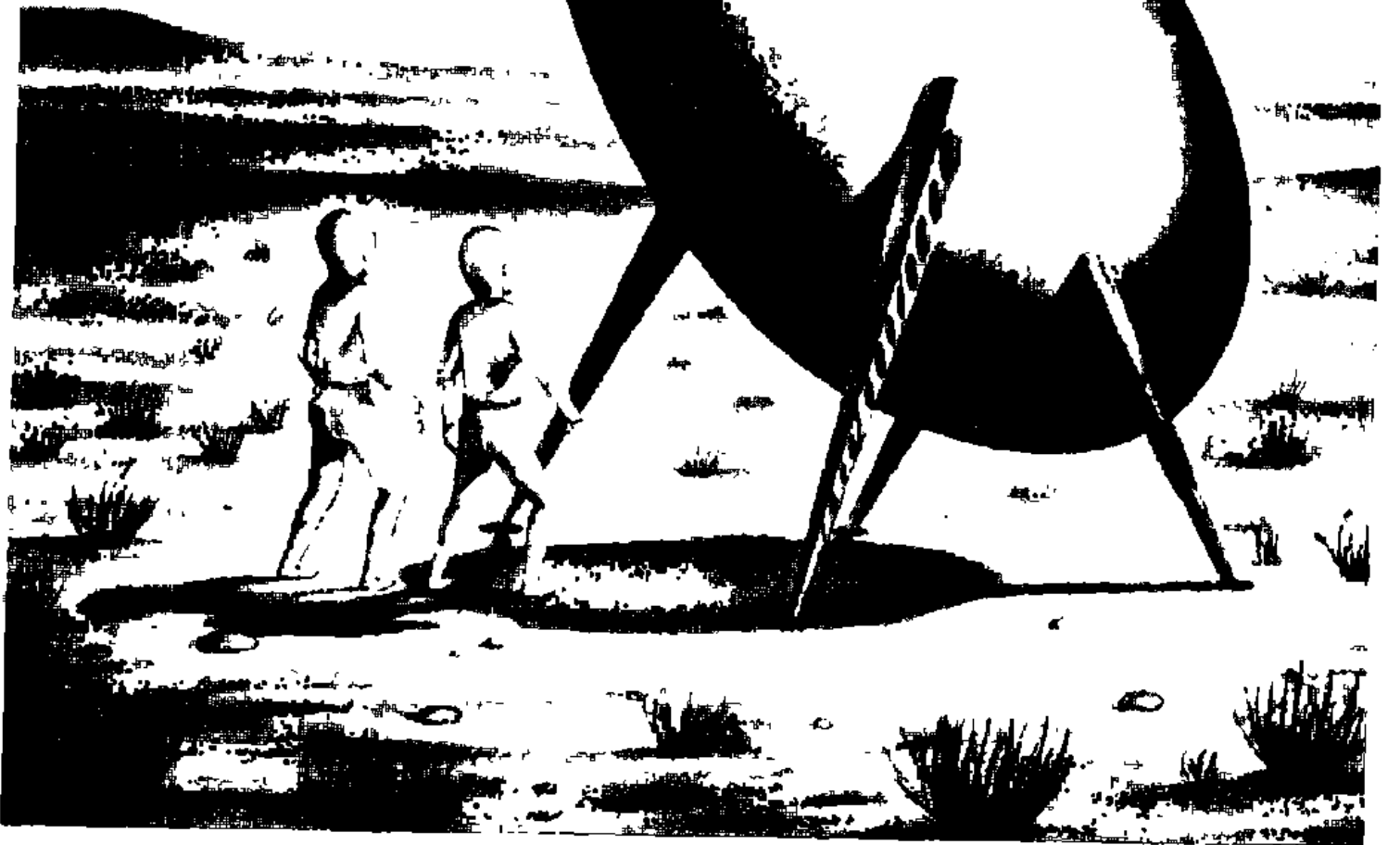
また、アルミニウム製のように見えるUFOには、大気圏突入時に必要な



▲ザモラが目撃地点から撮影したUFO着陸現場の写真。



▲事件の主人公ニー・ザモラ



たのではないかと、ザモラは思った。すぐさま違反車の追跡を中止した彼は、小屋の方角に向かって小舗装の道路に車を乗り入れた。ひどく荒れた土地であったため、小屋の見えはる川に到着するまで1分あまりウカッノレ。そこで南西の方向約800フィートのあたりに光り輝く物体を発見した。

わずかな時間ながら車を止めて凝視してみると、どうやらその物体は干上がった川床に立っているらしかった。物体の様子は、白色でアルミニウム製のような感じであったかも車がトラックの部分を下にして倒立しているみたいに見えた。すぐにパトロールカーに戻ったザモラは、さらに物体のそばに白くくめの衣服を身につけた2人の人物を目撃し、車をその方向に進めた。

2人のうち一方の人物は、接近するザモラの車の方を見て、明らかに驚いたらしく瞬間バツと飛び上がったかに見えた。しかし、でこぼこした地形に阻まれ、ザモラがこの2人のヒューマンノイドを見ていた時間はほんの2、3秒にすぎず、細かいところは何もわからなかった。ただ、彼らは小柄な大人か体の大きな子供ほどの大きさであることを除けば、身体のプロポーションは普通であった。

車はようやく見晴らしのよ

# GSSWの転向声明第一弾

# ソックコロ事件の「古典的」 評価を洗い直す

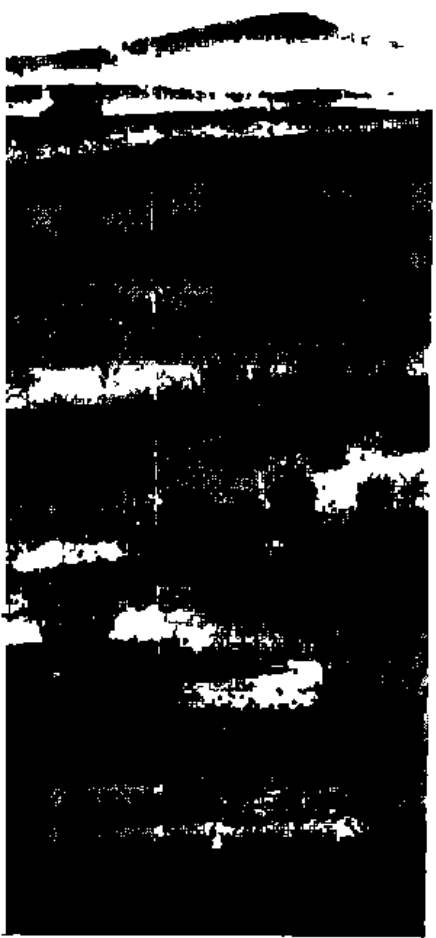
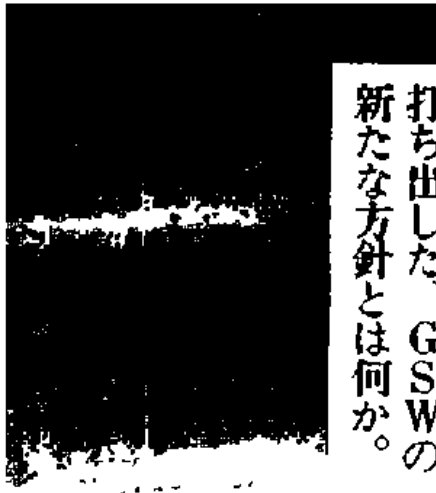
GSSW会長  
ウイリアム・スポールディング  
花積容子訳

## 目撃者によって語られた接近遭遇の全容

、信じよう性のある・UFO目撃事件の1つに数えられるソックコロ事件。GSSWではこのたび、事件の再評価を試みた。それは取りも直さず、今後のUFO研究のあり方を考えるべき時だからである。

1964年4月24日午前5時45分、ニューメキシコ州ソックコロ警察署のロニー・ザモラは、スピード違反の車を発見、パトロールカーで追跡中、突然の轟音と空に輝く炎・に注意を奪われた。炎は、ソックコロの町の境界の南

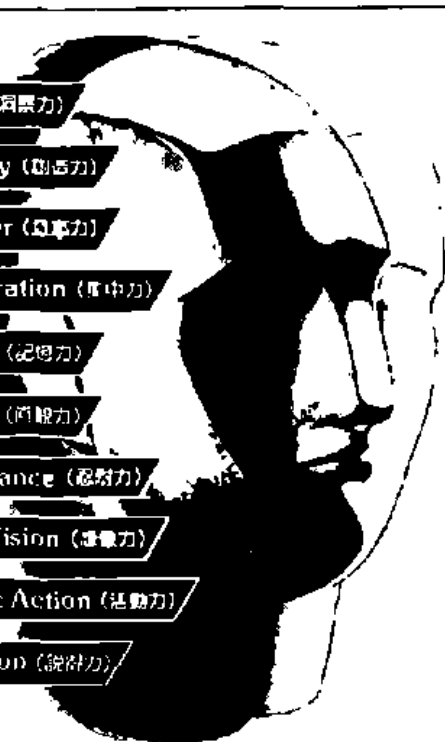
UFOの科学的研究をリードする米国の研究団体GSSWが、ついにUFO宇宙船説と訣別した。あのソックコロ事件の再調査を通じて打ち出した、GSSWの新たな方針とは何か。



1マイルあたり、ザモラのいる場所からは4分の3マイルあたりの空で、音みがかったオレンジ色に輝いていた。その時点では、炎の発生源といえるような物体は何も見えなかったという。煙は発生していなかったが、炎の下の方にはこりのようなものが確認された。なお、気象記録によると、目撃当時の天候は、やや雲のある快晴であったことが記録されている。

ザモラによるとUFOの発した音は最初「ゴゴゴ」という音だったが、すぐに高周波から低周波に変われし、音が音に気づいてから10秒も経たぬうちに突然やんでしまった。その轟音と光から推察して、町はずれのゲイナマイト付近に風っている小屋が爆発し

- Insight (洞見力)
- Creativity (創造力)
- Willpower (意志力)
- Concentration (集中力)
- Memory (記憶力)
- Intuition (直感力)
- Perseverance (忍耐力)
- Mental Vision (直観力)
- Dynamic Action (活動力)
- Persuasion (説得力)



## 成功をもたらす… 《10大要素》

● 成功とは、自分の志願を現実化することを意味します。しかし、ただ成功を願うだけでは、結局むなしい夢に終ります。成功はいつそくとびに達成されるものではなく、それなりの手順が必要——つまり、あなた自身の内部にひそむ潜在能力をいかに活用させるかにかかっています。上記の成功をもたらす《10大要素》は、あなたの内部の自我意識を自覚させ、効果的な連繫プレーを行うことにより初めて自由に引き出すことができます。

▼パラ十字会は、この世の人類の啓蒙方法を近代エジプト時代から伝承されたオシリスの知識に基づき、世界中で最も偉大な男女にお伝えしています。▼これは近代エジプトの秘法を基として、1931年(昭和6年)に始まりました。中上層の知識者、科学者、芸術家を養成する目的で、当時のエジプト社会はあり得なかつたほどのです。▼パラ十字会は宗教、政治団体とは全く関係の立場で、人生哲学の探究を目的としています。▼この秘法は、4000年にも及ぶ活動をもとに行っています。▼この秘法は、エジプトの王族にハカキで授けられ、秘法を伝授する(田中忠雄)を無知に留まっています。

● 申込先〒16 東京都中央区新富町4-49-16  
パラ十字会 日本本部 AMORC 事務局 U-47 棟

# ROSICRUCIANS

米国カリフォルニア州サンノゼ市  
パラ十字会 AMORC 世界総本部

資料請求  
U-47

るようになる。

UFOが変電所や柱上トランスに近づくと、その周りが高温空気に包まれるので、変圧器は放熱できなくなり、内部温度が異常に高くなるため、自動遮断器が働いて停電することになる。火災知情報が鳴り出すのも同様に高温空気のせい。ただし、このような高熱を人体が感じるか感じないかというのは、空気が乾かしているかどうかにかかると、極端に乾燥した地域では人はそれを感しないこともありうる。

(4)飛行機がハラハラになつて、呼吸困難の状態にあるので、その中に小さな

飛行機が突っこめば、バランスを失い墜落しても不思議ではない。そして和田氏は、次のように続けている。 「これで明らかのように、たいへんなことになってしまいました。私の考えたUFOのエンジンが正しかろうとどつていようと、機体の周囲より大量の高温空気を噴出している飛行機であれば、今まで観測された四次元的UFO現象はすべて説明できてしまうのです」

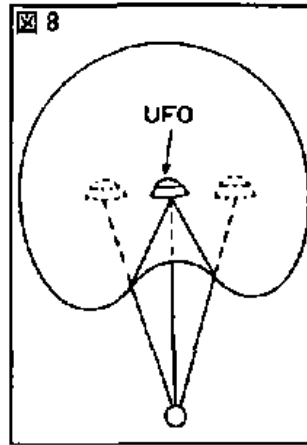
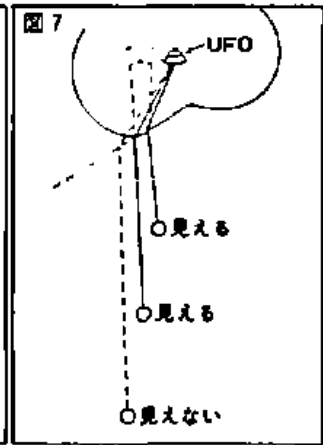
果たして、高温空気を吐いて、このようにすべてが、よく説明できるのかどうかはわかりませんが、とりあえず、日大の野口常夫先生に問い合わせ

せてみた。 「大気1立方メートルを1度上昇させるのに必要なエネルギーというのは、莫大なものですよ。まして、UFOの周囲50メートル100メートルの大気が100度以上にもなるには、和田さんの考えたUFOエンジンの噴出する排気だけではどうもいふりでしよう。また、下方へ噴出された高温カスはその周囲に、高温を保ちながらとどまるといふことも考えられませんか」となるとうとう解釈すれば良いのか、いずれにしても、和田氏の考えたUFO

O現象に対する推測がとどめて止しいかを判断するには、あまりに私自身の知識も乏しく、データも少なすぎた。またそれは、私の本意でもない。

読者の中には、和田説をキチンと分析できる方もおられるだろうし、これを契機にまったく別の素晴らしい考えも出てくるのではないかと叫ぶので、敢えてここに紹介したのである。

和田氏のガスタービン エンジンに興味のある方は、『門外公報 昭56-69422 昭56年6月10日公開』を取り寄せてご覧になるとよい。



がわかります。

アダムスキーの図形にせりに翼を4つにしますと、4000馬力分の空気量となるわけです、構造上は、6本にしても8本にしてもよいわけです。

このように強力な出力が出せるので、高い加速度飛行が可能ですが、超音速飛行ができるかどうかは別の問題となります。UFOに非常に多くの形があるのは、それぞれに適した構造があるからで、エンジン構造も異なります。

この文面では、空気速度がなぜ100%になるのか、ジェットとピストンのエンジンで、空気量は同じと考えるといいのだろうか、翼が回転するときの

遠心力だけで、果たして爆発燃焼に十分な空気の圧縮が得られるのかなど、省略されている部分が多いので、やはり判断がつかなかった。

## UFO現象の 説明もつく

さうに数日後、再び和田氏から今度はかなり興奮した文面の手紙が来た。

これは、私が、UFOの消滅や出現、EM効果、レーザーで捉えられないなどのT形謎な現象を、和田式UFOでどう解決するのか、と質問したことに対する答えだった。

和田氏は、1つ1つ図をつけて次のように説明していた。

(1) 四次元的飛行（視覚編）

- ものすこし、加速度飛行。
- 複雑な直線飛行。
- 消入、出現。
- 二重、三重の合体、分離。

- 見える人と見えない人がいる。

これらの現象はすべて、次の理由で解明できる。

つまり、UFOは揚力を得るために、前記回転翼エンジンから多量の高温空気を下方へ噴出している。

その高温空気が、UFOが空中に静止あるいは、ごく低速で飛行している

ときは、噴出後上昇してUFOの噴けを包みこむようにととまる。

これによって、周囲の空気とこの高温空気の（温度差は100度以上になると推定される）の間に気温逆転層ができ、それによっての空気レンズの役目を果たすことになる。（図7・8）

そのレンズ効果のために、立っている位置によって見える人と見えない人ができたり、見えていたものが、高温空気のゆらめきによって見えなくなったり、また現われたりするのである。

つまり、見ている側は、UFOの虚像を見ることになるので、大気レンズのゆらめきで、合体分離や異状な飛行をしているように見えてしまったのだ。

(2) 四次元的飛行（レーザー編）

これも前述の説明と同じ現象が原因で、レーザーと物体の間に気温逆転層ができた場合、ダクトと呼ばれる電波反射層が発射することがある。このようになると、レーザーから発射されたマイクロ波はダクトによって反射され、物体はレーザー上では見えないが、可視光線は、逆転層を通してくるので肉眼では見えることになる。

(3) EM効果

- ランオが聞こえない、無線通信不能。
- 自動車のエンジン停止。
- ライトが消える。

- 一時的停電。
- 火災報知機が鳴り出す。

これらの現象は、次のことで説明できる。

UFO接近によってラジオや通信機能がなくなるのは、レーザーが電波反射層を受けると同じ原理による。

UFOが自動車に近づくと、自動車はUFOの噴出する高温空気に包まれ、エンジンは、その高温空気を吸入する。この空気がピストンで圧縮されてさらに高温となり、点火栓で発火する前に日サ発火で爆発、いわゆる、ノッキングが起きてエンジンが止まってしまい、かからなくなる。

ディーゼルエンジンの場合、ノッキングは起こらないかわりに、UFOからの酸素比率が少ない排ガスを吸入するため、いくらアクセルを踏んで燃料を供給しても、酸欠で不完全燃焼を起こすだけで出力が出ず止まってしまう。

このようになると、セルを回そうとすれば、セルは正常回転しないためセルモーター中に過剰電流が流れてバッテリーは一時的にあがってしまいます。

しかし、バッテリーは一時的過放電により電圧低下を起こしたただだから、UFOが飛び去るころには元に戻り、ラジオやライトが付きエンジンもかか



▲日大の野口常夫先生の見解は否定的だったが…。

「大変おもしろいアイデアですが、これが実際に飛ぶかという段になるとムリなように思われますね。というのは……」

と図面を抜けて見せてくれた。

「これは、ジェット エンジンの見本として出した。皆さんよくご存知のボーイング747のJT9Dエンジンの図(図6)ですが、ここにありますように、空気は前面のファンによってエンジン内部に吸い入れ、コンプレッサーで圧縮されたあと、燃焼室で燃料と混合され、燃やされてタービンを回す。その後部から噴出されます。とこの場合、出力はこの噴出されたガスによるものよりも、エンジンの外側の筒……ここでは短かく省略されて描かれてますが……その外側の筒内を流れる空気の量によるものの方がはるかに大きいのです。たとえば、ファンによって取り込まれる空気のうち、エンジン内に入る空気を1とすると外筒に入る量は9の割合になります。そして、出力の割合はというと、エンジン後部からの噴出によるものが3に対して外筒内から空気風出によるものが7にもなるのです。」

つまりエンジンの出力というのは、噴出ガスの強さもさることながら、いかに多くの空気を取り込み吐き出すか、ということにかかってくるのです。このことから考えますと、和田さんのエンジンの場合、回転軸の周りの小さな吸入口から入り、翼の中を流し、翼を通って供給される空気の量が小さいすぎ、たいした出力を期待できないのではないかと考えられるのです。」

野口先生は、さらにもう1枚の図面を取り出した。

「こちらは、ヘリコプターのローター(回転翼)と推力の関係を表わしたものです。これでもおわかりのように、回転翼の推力、つまりヘリコプターを持ち上げる力というのは、回転翼の上

面と下面の圧力差によるのですが、これもまた、回転翼を通過する空気の量が大きく関係してくるのです。」

そこで、和田さんの考えられたようにUFOの底部で回転翼を回した場合、UFOの外側の筒のすき間から流出し、内輪部のすき間から流出する空気の量と誘導速度が充分得られないのではな

いか……つまり、おおいがかけられている状態で、しかも底部のすき間から流出させるということになる。空気の量が制限されてしまうため、回転翼を持ち上げるだけの推力が出ないのではないか、と思われるんです。」

このこと、直話で和田氏に忠告すると数日後、入のようなる返信が来た。

「UFOが浮き上がるのに、充分な馬力が出せるかについて、まず、1400ccの小型乗用車ぐらいのUFOを考えてみます。すると直径は4メートル、高さは2人乗せ1トンの程度とします。UFOの底部の噴出筒は、外径3メートル、内径0.3メートルのリング状にする、代ると、さきう浮上するには約500リットル(この程度の動力では60馬力)という普通です。と翼とを

いろいろな口スス考慮に入れて、仮にこれを倍の1000リットルと考えると、仮にこれだけの空気を供給できること

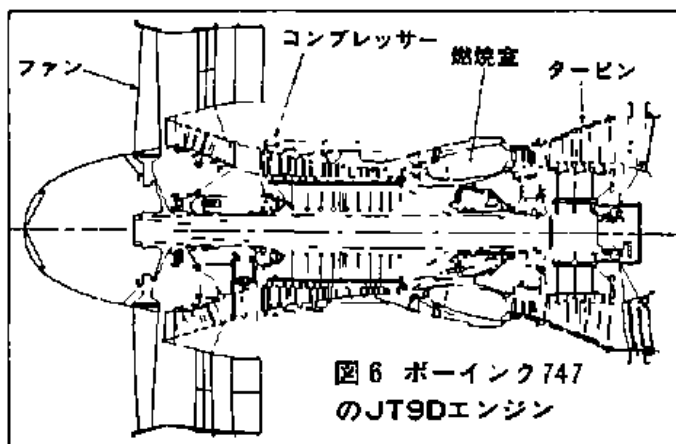
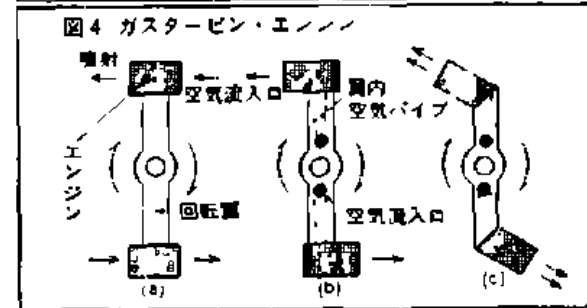
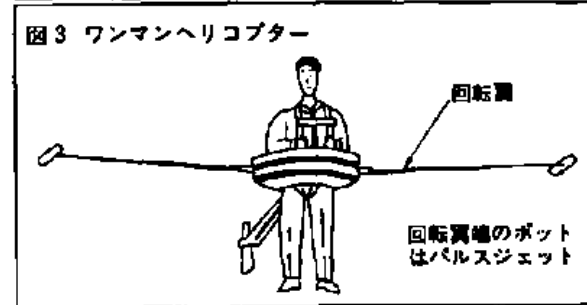
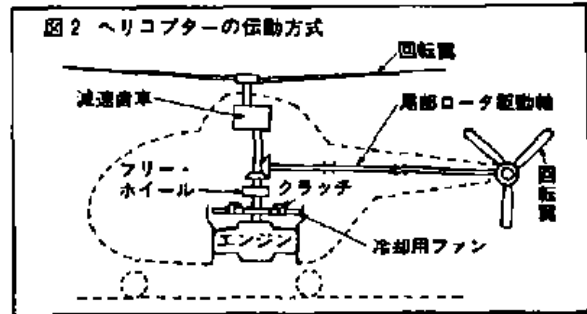


図6 ボーイング747のJT9Dエンジン

ることにします。それだけのエンジン出力を出すのに必要な空気量は、添付資料(岩波新書「エンジン」の話)により、1秒間に0.773立方メートルということになります。」

さて、これだけの空気を内径10センチ(断面積は78平方センチ)と0.00785平方メートル)ほどの管を使って翼内を通し、エンジンへ送り込んでやるとしますと空気の流速は毎秒約100メートルになります(中略)このことから、翼内に設けられた直径10センチの1本だけでも容易に1000馬力を出せるだけの空気量を供給できること



ここで空気と混合され、爆発することによってジェットを後方に噴出し、機全体を回転させる。

和田氏は、この機構によって空気が学上の問題は解消し、回中教ど、どんどん上げることかできるといふのだ。

図4の右品(図)は、これを改良し、翼端の空気抵抗を少なくするため、エンジン部を三角翼の飛行機と同じ原理で固定させて取り付けたものである。

図5は、このような回転翼エンジンをアダムスキー型UFOの内部に設置した場合、回転翼が回るることによって、UFO底部の輪の一番外側から外部の空気が吸入され、その内側に設けられた輪状の出口から下方へ噴出される。

その噴出の反動で、UFOは上方へ飛び上がるというわけだ。

和田氏は、この回転翼を4本にすれば、ちょうど原型となって、アダムスキーの回中にピッタリ攻下ることに気づいた、しかも、その回転翼はラムジェット、エンジンという機構は、氏か考案した回中のカスタービン・エンジンと原理的にそっくりなのだという。

和田氏はさらに次のようにいう。

「これに気づいて、いろいろと考えてみると、これこそ目撃されたUFOのさまざまな特徴と一致する点が多いのです。たとえば、UFOは進行方向にやや頭部を傾けて飛行するといわれますが、これはヘリコプターのように

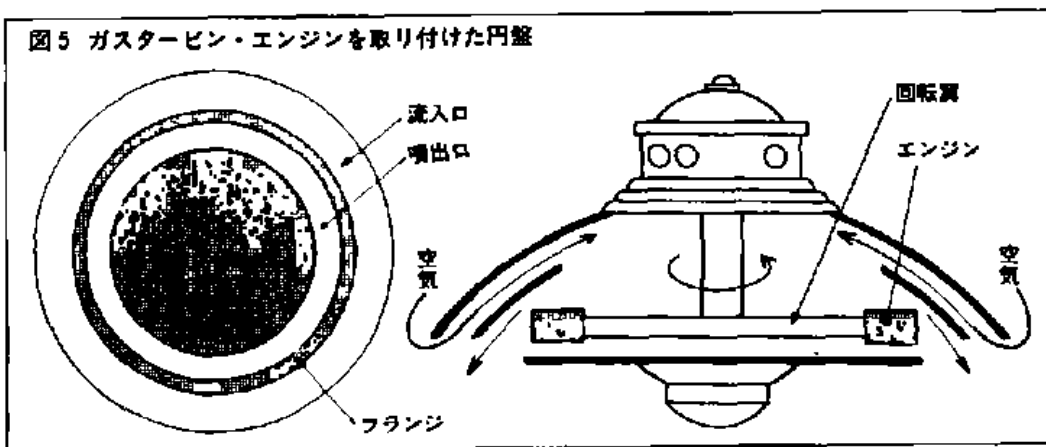
下方に空気を噴出させることによって飛ぶものの特徴で、私の考えたこのタイプのUFOも頭部を前へ傾けて前進することになるでしょう。また、UFOの底部リング状に2つから3つの部分に分かれていて、それらが回転しているのを見かけますが多いのですが、これは、回転翼が回っているところを目撃したものにちういありませんし、若陸跡の草が渦巻き状になぎ倒されたり焼け焦げたりしている理由もこれで説明ができます。

夜間、UFOがオレンジ色の光に包まれているとよくいわれますが、それは、ジェット・エンジンからの噴出物が見えるのでしようし、回転翼の位置をあげるとガスが高温になって、青白い光に変わるのです。

それに、この機構がすとヘリコプターと同じ原理ですから、空中での静止や発進も自由で、回転翼の位置をあげれば、急加速も可能ですよ」

## 航空工学の 専門家の見解

私はとりあえず専門家の意見を聞いてみよう、千葉県習志野市の日本大工学部航空工学科に野口常夫先生を訪ねた。



野口先生は、航空工学で有名な木村研彦先生の少壮時代の著者だが、興味深そうに和田氏の描いた図面を長いこと見つめていたと思うと、やおら数枚の図面をひき出しから取り出した。



▲「NIPM」に出演しUFO推進エンジンについて説明をする和田善雄氏(右端)。

る機構。これが本当に回転しつりてきかば、画期的なエンジンになることは間違いないとされた。

和田氏は「あれだね」。

「1952年12月13日に、かのジョージ・アダムスキー氏が金星人から返してもらったという写真フィルムに、棒錘型のUFOを思わせる図形の中にU字型のものも配置されているという。図1がそれだ」。

「あのU字型こそ、私が発明したガスタービン・エンジンのU甲による、UFO推進モーターと同じ原理によるのではないかと申し上げてよい」。

詳しく理を説明することは、専門的にすぎ、長くなるので割愛しますが……と前置きして和田氏が説明してくれた内容は大略次のようなものだった。

図2は、現在使われている通常のヘリコプターの機構図だが、この場合、ローターに設置されたターボ・エンジンの動力も回転軸を通して翼に伝え、翼を回転させる仕組みになっている。

図3は、トリエール・セラムジェット・エンジンについて、その推進力で翼が回転するタイプのヘリコプターで、そのうちもつとも視覚的にわかりやすい例をとりあげたものである。

このタイプの利点は3つある。(1)ジェットの反動を利用して空気をけり、

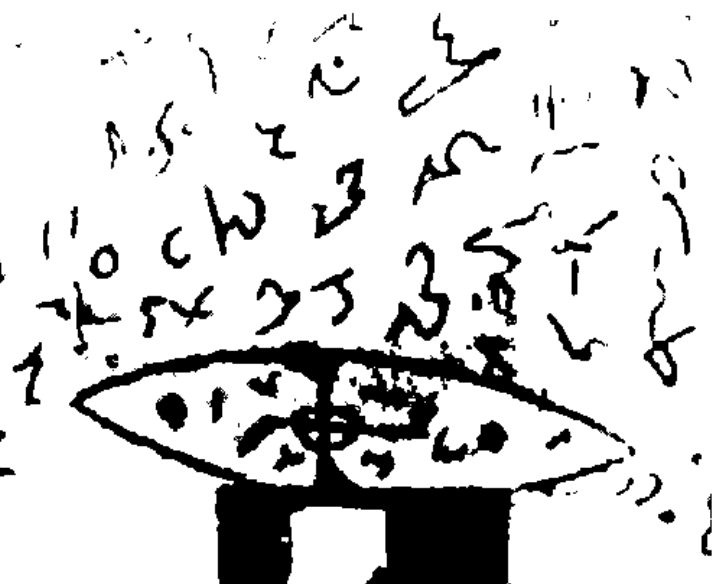
翼を回るので、トルクの補正を必要としない。回転速度の増減は、燃料の補給量を調節するだけで済む。(2)したがって燃料系統が簡明になり、ジェットを作動させるための装置として、燃料の補給管だけで済む。(3)回転軸を心して動力伝達を行わないので、大げさな機構を必要としない。

一方欠点は次の3つである。(1)ジェット・エンジン、翼の先端につけるためにエンジンのノズルに傾度があり、その結果空気力学上、回すことが非常に難しく、回すことができない。以上あげられず、ジェット推進の耳が低くする。(2)燃料消費が大き。燃料問題がある。(3)騒音が大きい。

和田氏は、この図3タイプのエンジン、旧形式に改良したものを、UFOの推進に取用付けることを考えた。

図4の左(a)は、図3と同じ翼端ジェット式の回転翼機で、中央にはそのエンジンの羽、あるいはノズル入口をふさいでしまし、そのかわりに回転軸のすぐ脇に空気入口を設けたものである。空気が回転軸の脇から取り入れられ、そのまわりの空気に混ざられたパイプを通って翼のノズル・エンジンへと送り力によって導かれ、圧縮される。また燃料は、回転軸の中のパイプを通り、ノズル・翼の中別のパイプを通じて、翼のノズルに送られ、そ





▲(図1)和田氏が自分の考案したエンジンに似ていると指摘した図。

ものをご紹介しよう。

「ラジオ番組、矢追純一のスペースファンタジア」を聴いて、この手紙を送りし上げる決心をしました」

という書き出しで始まる書信は、神奈川県小田原市に住む和田善雄氏からのものだった。

既いたことに和田氏は、

「UFOの推進原理は、現在の地球上の科学……それもニュートン力学で簡単に解決できるありふれたものにはすぎないことを発見した」と書いていた。

私はさっそく、当のご本人に会ってみることにした。

和田氏は、年の頃40歳か、それよりすこし前くらい。髪を五分刈りにした精かんな顔つきの紳士だった。金銭立録帳関係の会社をやめて、現在はフリー

UFOの推進原理は、現在の地球上の科学で解決できるといふ人物が現われた。しかも、ニュートン力学で、それが可能なのだという。この驚くべき情報を得た矢追ダイレクターは、さっそく当の本人に面会、直撃取材を決行した。

1の発明家を志しているという。

### 静止滞空や

### 急発進も可能

3つの部分から成り立っていて、機構が複雑なうえ、空気がこれら3部分を通過するたびに速度と圧力の急激な変化を繰り返し、損失が多いという欠点がありました。

「それまでの始まりは、私が発明し、特許出願したガスタービン・エンジンのにあるんです」

と、和田氏は話しはじめた。

「従来のエンジンは、止動機部、燃焼室部、タービン部とそれぞれ独立した

私はそれを改良し、それら3つの部分が一體となった、画期的なエンジンを考案したわけです。これは、現在公開特許の如くに載り公開されています」と、2枚のコピーを取り出した。

なるほど図面で見るとかぎりには、簡単

## 日本の発明家が重大発言

日本テレビ・ディレクター

矢追純一

# UFOの推進原理は ニュートン力学で解ける





高野均氏



高野均氏



坂田喜一氏

哀楽の情がつい顔を出すんです。

しかし、情報というボールをど  
ちらがヒットするか、知力と体  
力の戦いなんです。そのために  
も、ボールが見えなくてはフェ  
アな試合とはいえません」

かくして私たちは、UFO、  
でプレイボール。森脇 竹本  
URI、そして市民政策会議の  
合同メンバーによって「調査プ  
ール」を結成、普議員の国政  
調査権を発動した、本格的UFO  
資料の公式調査活動に入った。

6月16日、さっそく菅直人事  
務所から電話が入り、「市民政策  
会議の地戸君(UFO調査担当  
橋本1年生)が、外務省から  
一連のUFO文書を入手した」  
むね報告があった。

私たちはさっそく、文書を受  
け取りに行ったのだが、あの時  
の感動は今でも忘れられない。

その後、部議連があったため  
に、活動は一時中断したものの、  
7月20日、追加資料を入手する  
ことができた。さらに、7月28  
日には、UFO訴訟を起こして  
いるポール大観氏が、政治家と  
交渉のために上京。その際、私  
と符いあった。

ここで、これまでに取得した  
資料を分類してみよう。

### 興味をひく2つの事例

①「南極観測船ふじのUFO  
目撃事件の返答」(2ページ)

②「ニュージーランドの日本  
大使館からのテレックス報告  
書」(1ページ)——外務省

分項③は、文部省宇宙国際局  
宇宙課の公開資料であるが、他  
は、外務省と国連事務局科学課が公開  
したもの。

④「ニュージーランドUFO  
事件(記事)」(15ページ)——  
外務省

⑤「グレナダ国の国連UFO  
演説に関する新聞記事」(2ペ  
ージ)——外務省

⑥「米下院軍事委員会UFO  
公聴録」(44ページ)——外務  
省

⑦「ニュージーランドUFO  
事件(記事)」(15ページ)——  
外務省

⑧「グレナダ国の国連UFO  
演説に関する新聞記事」(2ペ  
ージ)——外務省

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公聴録」(44ページ)——外務  
省

会録と⑩のゲリー・首相演説は、  
よって、ある大氣的現象が発生  
新評社の「ROCK ON  
UFO」に収録。また「UFO  
と宇宙」誌にも掲載されている。  
中でもとくにおもしろいと思  
われる資料は、④と⑤であろう。  
●公文書⑤(原文英語)  
「1979年1月5日

1978年12月21日、アーゴ  
シー航空機のパイロットが、強  
烈な白色光に遭遇されたこと報告  
した。そのパイロットの目撃地  
点で、ウェリントン湖のレーター  
スクリーンにもプリップが現れ  
れた。  
目撃はなおも続き、30日夜か  
ら31日にかけては、アーゴシー  
機からデイビッド・クロケット  
氏が、まっしばかりの円球を  
見事に撮影、テレビジョン1の  
カメラマンも、翌年1月3日の  
早朝に大規模なUFO撮影に成  
功した。

このため、ニュージーランド  
空軍も現在、複数回目撃事件に  
ついて調査中である。  
空軍は、科学工業研究省の助  
成隊が、UFOのみ目撃に成  
功した事例もない。

「文部省国連科学課56・6・1  
56・6・1 衆議院 菅直人  
議員からの資料要求に国連  
これまで、日本の山崎忠成観  
測隊が、UFOのみ目撃に成  
功した事例もない。

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功した事例もない。



▲外務省から入手したUFO資料の数々。

日本国政府は、ことUFOに関しては何もはなはだしいとされてきた。だが、数は少ないながらも、外務省と文部省には、UFO資料が保管されていたのだ。今ここに、公式調査活動によって取得された、UFO関係公文書が初公開される。

よりにいっている。

たちが、UFO研究の、開進勃

「秘密文書が公開されたという を促進させることかきまるとのことには、早い話、一般のUFO「す」

研究者が勝ったということなの 日本における今回の公文書取

ているといえるのではないだろうか。

### 公式調査活動スタート

昨年7月、当URRの森脇 順問が、UFO情報の公開実現のため、2つの活動路線を打ち出した。一つは「情報自由化法制定」促進運動への参加。もう一つは、政府内を駆け巡る政治府各官庁への直接的な働きかけ。そして、UFO情報を取得する「国調グループ」を発足させることであった。

私たちの運動は、この2つの路線に沿って進められてきたが、その間さしたる成功も得られなかった。

さる節から入手した内閣(内閣官房内閣調査室)の依頼資料にしても、UFOの文字は見あたらなかった。日本のCIAとまでいわれているところできえこうである。わが国の政府は行革にいそしむあまり、UFOなど鼻にもかけてくれないのではないかと、私たちは内心、焦燥感を隠しきれなかった。

いや、たとえそうした公文書があっても、「情報自由化法」が制定されていない現在、UFO

という直轄(雑誌「創」のライター)がいき、5月23日の市民政策委員会の話を聞く予定と。

「議員の、国政調査権」には、政府委員として通じている片岡氏が発言し、次のように締めくくった。

「議員の、国政調査権」には、政府委員として通じている片岡氏が発言し、次のように締めくくった。

このことはすでに「週刊フレンド」を通じて、一般に告知されていた。「UFO研究会を作りたい」といふ各官庁からは、「菅先生で

緊急生放送

高野浩一

# 初公開 日本国外務省 UFOファイル



これまで、UFO情報に関しては「ノー・コメント」だった日本国政府から、正規の手順により、国民にUFO資料が公開された。

去る6月、私たち「国政調査権に基づくUFO情報公開促進グループ」(以下「UFOグループ」と略記。事務局長は、森脇十九男)は、政府省庁委員会を通じて、まずは外務省に同省に保管中のUFO資料を掘るといふ快拳をなしたのだ。

1978年12月14日、CIAとのUFO討争に見事、勝利をおさめ、1000ページ近いUFO公文書を公開させた、GSW会長のウイリアム・スポールディング氏は、手記の中で次の



て、そばで人間に似た2つの生き物が、何か激しくいいあいをしていったという。目撃後、すぐに彼女は意識を失ってしまった。(おそらく例の生き物たちから何かの操作を受けたものと思われる)目が覚めたときには、飛行機も生き物たちもいなくなっていた。ていねいにあたりを調べてみると、1つの黒い箱が見つかった。パットは、この夜の信じ難い体験を共にした友人に、この箱を預けた。ところが不幸にも、その後、この友人との連絡がとだえてしまった。一所懸命に友人を捜したけれども、この友人はまるで「消えた」ように見つからなかったという。

10代に彼女は何度か、心霊現象も体験している。その1つは、友人の1人が、10キロメートルほど離れた地点で乗っていた自動車が、列中と衝突して即死したちやうどその同一瞬間、一種の強い感情移入的衝撃をまじ、思わず膝をついてしまうという経験があった。沼地で遭遇したUFOの搭乗者と2度目に出会ったのは、ずっと後のことで、ちやうど結婚をしてマイアミに住むようになったときのことだった。供たり1人で寝室にいと、押入れの1間さの戸の向こうから、1本の腕が垂れ下がっているのが見えた。それは、あの沼地で最初に遭遇した生き物

と同じ、高級なベロアのような材質でできた制服をつけていた。気丈なパットは、ためらわずその戸をサッと開けた。すると、何年も以前に、飛行物体から降りてきた搭乗者とまきれもなく同じ生き物が、押入れの中に立っていた。彼は、パットを押しのけて、後ろのドアから飛び出していった。後ろの

この出干事か起こって以来、彼女は定期的に、これらの生き物につきまといられるようになった。彼らは、まるできり普通の、魅力さえある人間のように見えた。パットの押入れの中にいた1人は、背が高く、やせていて、「スター・トレック」に出てくるスポックよりもきびきびとした外国人ふうであった。彼は、えんじ色の高級「ブーツ・カー」を購入したらしく、これに乗ってしばしばパットの車を尾行した。これについては、パットの車と一緒に乗ったことのある何人もの友人たちが確認している。さらに、この問題の生き物は、たびたび心霊をかけてきて彼女を悩ませていること、友人の1人、ナサンセンを質問をしていたという。この間、パットは夫と共にカリフォルニアに引っ越した。これで、いたずら者から逃れられると思っただが、問

題の2人は、カリフォルニアに移ったその日のうち、姿を現わしたのだった。そして彼らは、人間ではないことをはっきり示すかのように、パットと消える(映画の像のように)という芸当をやってみせた。

例の生き物たちは、私がこの事例を調査した年にも、パットのそばに出現している。しかし、私がパットのところに行った間は、まったく姿を見せなかった。

ある日、パットが買物から帰ってくると、寝室の中に連中がいた。しかもこの時も彼らは口論していた。そのうちの、金色の1人(トライブス・ウォルトンや、そのほかの報告に出てくる金色の目をした個々の搭乗者たちによく似ており、この事例では、金色の制服を着ていた)は、もう1人のすこし小さい異星人ふうの仲間と反抗して、逃げ出そうとしていた。けれども、パットが驚いて立ちすくんでいるのを見つけると、落ち着きを取り戻したように静かになった。どうやら両者の間には、即座に和解が成立したようだった。両者の絆は、たいへん感情的で、また強いもののように見えたという。

別の日には、パットがK・マート百貨店の駐車場で車に乗ろうとしていると、この2人がやってくる。彼女



▲ブラック・マウンテンにはしばしばUFOが出現する。

と、この2人のメンバーに押し込められた。近くにはいた警官がこれを見つけて駆けつけてきたので、彼らは車に飛び乗って走り去っていった。警官はライヤを狙って発砲したという。私はこの事件に関する警察の記録のコピーを手に入れようと努力したが、無駄に終わってしまった。彼女は、2人とともに合ったときに受けた打撲傷だといふ内情も私に見せてくれた。

さらに別の日には、2人のうちの異星人ふうの1人が、引かれて、彼女と話ししようとしたが、引つかい



▲パットは十数年もの長きにわたり、SFの材料になりそうな驚くべき遭遇体験をした。

って、高度130ノートルぐらいを保って接近し、三回リコしているのが、はっきり見てとれるところまでやって来た。それは普通の飛行機のように、2つの翼、胴体と1つの尾輪とが3つの光点によって三角形に見える。ところが、全体が三角形に輝く。その物体だった。そして一瞬のうちに視界から去っていった。

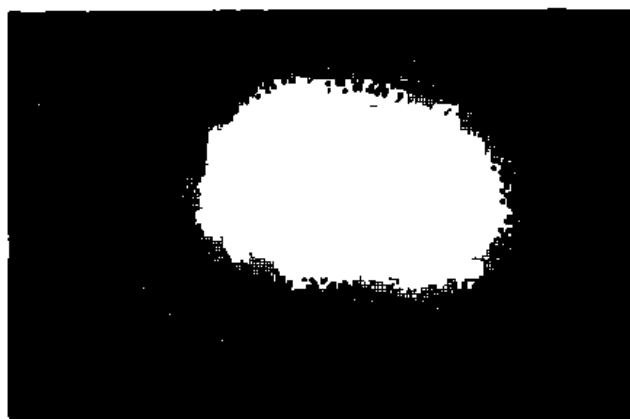
奇妙なことに、一緒にこれを目撃していたパットはすこしも興奮したようすを示さなかった。彼女は、チラッとそれを眺めただけでそのまま平気で運転を続け、暗い道路をまっすぐ見ていた。おそらく彼女が以前に経験したことに比べれば、こんなことは、なんでもない。事件にすぎなかったのだろうか。

この目撃の発生するオ、直前、トモ私も、車の市民バンパーに怪訝な奇妙な交信を捉えるのを耳にして、それは、人間の言葉なのかどうかかわからなかった。私は、外国人学生たちを教えたことがあり、また、いくつもの

## 最初の遭遇は13歳のとき

パットの驚くべき遭遇と強制拉致を受け、13歳のとき、彼女がフロリダ州に住んでいた13歳のときに始まった。同州には、現在、私が住んでいる。

当時、彼女は、オレンジ畑に囲まれ



▲2つの物体はこの写真のように接近してドッキングした。

に車が使われている西イントロに住んでいたことからも、この地球上で田舎に引っ越して来た。その夜に代わった乱暴な交信は、どの言語とも説明できないものだったけれども、何やら絶望的な救助を求めよう。私には聞こえなかった。

た沼の周りを歩きまわると、好きな場所に出た。そしてそこ、沼のほとりには、彼女、映画「ワァー・トレ」に出会った。沼のほとりに立っている



13歳の頃に第3種接近遭遇を体験して以来、2人の異星人と信じ難い接触を続けてきた女性がいる。彼女の名前はハット。本格的な接触は、2度目の遭遇から始まった。彼らは定期的に彼女につきまとうようになったのだ。この情報を入手したダイアン嬢は、謎の真相を追いカリフォルニアにおもむいた。

## アメリカ現地取材報告

# 美しいヤング・ミセスの エイリアン接近体験

教師/UFO研究者  
ダイアン・テスマン



今年26歳になるハット(仮名)という婦人は、UFO搭乗生物との驚くべき、信じ難い接触を、13歳の頃からずっと続けてきたという。この件について、彼女の恐ろしい体験を確かめ、また彼女自身についてもよく知るために、現在、彼女が住んでいるカリフォルニア州までの大険難の旅を、私はこの1年間、たびたび重ねてきた。

第3種接近遭遇を経験したという山岳道路を車で走行した折、私自身、この目で、母船と搭載機とを目撃したことがある。ハットに、この壮観な光景を仕組めるはずはなかった。そして、問題の3分間の目撃中、私がまったくの正気だったという点にも自信があった。最初に私が見たものは、横に動いてゆく大きな輝く、円盤だった。そのあと、すこしの間、早は1カ所を行っ

のであり、彼女が精神異常者であると判断した方が常識的とも思えるほどのものだった。けれども、意に反して、彼女の知性は平均水準よりはるかに高く、誠実さと洗練されたマナーはいへん印象的だったということも引調しておかなければならない。ハットが、実際に起こったことを語っている可能性が高いと私が信じるのは、次のような点からである。私は、ハットと一緒に、以前彼女が

たり来たりした。次に、それより小さな別の「星」が速いスピードで近づいてくると、その大きな「星」は、ピタリと動かなくなった。ブラック・マウンテンを背景にして、大小の飛行物体が、衝突するかと思われるコースを接近してゆく光景はとてもドラマチックなものだった。カリフォルニア州サン・ディエゴの近くにあるこのブラック・マウンテンは、しばしばUFOが出現したり、オカルト現象が起こったりするところとして有名である。たぶん、この夜も例外ではなかったのだろう。問題の2つの物体は、実際には衝突すること、ニア・ミスですれ違ふこともなく、小さい方が大きい方に、そのままスツとのみ込まれてしまったのだ。両方が接合したりする手続きはいっさいなく、小型の物体が減速するということもなかった。あたかもそれは、搭載機を収容する入口に入ったように見え、偵察機が母船に「帰着」したようだった。

収容が終わると、母船は、こちらに向かって動きはじめ、せまい山道に沿

# THE CYCLES OF HEAVEN

しい。たとえばスカイラブ計画にしても、人間はこの計画の成功により、人類の長い歴史をかけてようやくかき集めた太陽に関する情報よりはるかに多くの情報をたった2、3週間で手に入れた情報も、十分に研究されることはあるまい。とにかく量が多すぎて手に余るのだ。今日ではどんな分野の科学者であっても、専門書の一部を読むのがせいぜいで、とてしなくて目を通すことはできないのだから情である。

NASAの発行物の1971年分のインデックスだけで、何とページ数は1000枚にも及ぶ、誰も読む者がい

ないとしたら、これらの大量の情報には、いったいどんな意味があるのだろうか。

科学の方法には一大変革が必要だ。その第一として、科学者は自らも開発し使おうとするかわりに、これより少しも努力するべきである。自らは目撃者としてではなく、功績を云々するのではなく、前にかつ多くの発見をしている。

西洋は工学技術を学ばずして、現代の技術者でも不可能と思われる六角形の構造を持つ果を作った。フジツボが作る。にかわ、や、クモの作る個、注い糸、カモメの持つ海水の淡水の機能、また、織が備えているガイガー、カウ

ンターよりも優秀な放射線知能など、人間のとうていかなわぬ能力だ。

また、現代科学の枠をもってしまわれればあの巨大なピラミッドやマチュピチュの遺跡を再現することはできまい。

古代の人々はどのようにしてそれらを建設できたのだろうか。そして彼らの持つていた知識を、人類はいつの間にか失ってしまったのだろうか。

だが、動物や古代人たちが、学術的な教育を受けずに技術的な奇跡を成しとげることができたのなら、われわれもまた現代の社会において奇跡を実現できるのではないだろうか。新たな科

学的アプローチをもってすれば、奇跡は可能なのだ。科学は己れの消化能力を超えた速度で次から次へと情報を生み出し、そのことによって本来の目的を見失ってしまった。だが、知識や知恵も失ってしまったわけではない、われわれによって発見される日を待っているだけだ。

最初の原子爆弾が発せられた10年前に、T・S・エリヤントはこう書いた。「天はめぐり20世紀の年月が過ぎ私たちを神から引き離し、ちりの方へと運んでいく」

彼の言葉が、間違っていることを願

## ヨーロッパからも注文 UFOコードペンダント

先日ベルギーのUFO研究者から、当社のUFOコードペンダントの注文が舞いこんだ。異国の地でコードペンが使えるか、電圧の違いを日本電気工業会へ問い合わせるとビックリした。なんと電圧が同じ市内で四系列にも分かれている。恐らく四柱位の民間会社が競争で電線をひいた結果のことらしい。

### ヨーロッパへの 輸送方法に客車便がある

日本から海外への輸送方法には、航空便と船便があるのは常識だが、ヨーロッパへは何となく車便があるのだ。新潟まで同じで、新潟からナホトカ迄船便、ナホトカ、ハバロフスク、モスクワとシベリア鉄道を經由して



取りがハ  
りてはるめ

FOのコードペンがシベリアをゴトゴト郵便車に乗ってほるばるヨーロッパ迄旅行するなんて考えてみるのも楽しい。

### 国産派UFOコードペン を君の部屋に

ベルギーでも輝く、UFOコードペン君の部屋にも飾ってみませんか。何か国際人になった気分になりますよ。UFO研究者のシンボルとして、お店のアイキャッチとして、喫茶店、ヘア・レストランの照明として、

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は、<sup>インスピレーション</sup>「靈感」が湧き起こったときに生まれている。

われわれがインスピレーションと呼ぶものは、宇宙の力との協調・協力の基本形であると考えられ、その存在を否定することはできない。

脳が実際には1つではなく、2つの部分からなっていることは、これまでの研究で明らかになっている。左右2つの大脳半球は脳梁によってつながり合同して仕事をしますが、その機能は非常に異なっている。

大脳の左半球は論理や合理性をつかさどり、右半球は印象やインスピレーションなどをつかさどっている。脳が左ききの人間はタイプとして思慮分別があり明瞭な考え方をする。反面平凡で二流といった人物も多く、重要な発見を成しとげることがない。一方、脳が右ききの人間は、創造的で感受性に富んでいる。重要な発見もこのタイプの人間によってなされることが多い。というのし、彼らは右半球が受けるノーン・セーレンにそのまま耳を傾け、情報をも論理的な形式にあてはめる左半球の手に渡さないからである。

一般に女性は、右ききであることが多い。俗にいう「女の直感」というやつである。同様に、創造力に富む芸術家や、成功したメジャーも「右きき」

が多く、おそらく発明家などはみなこのタイプに属するだろう。もちろんアインシュタインも「右きき」であった。当然、左にも右にも偏らない人々もいる。彼らはまったく頭を使わずに、ダワトソンとスキナーのい、判断、反応——つまり、「行動主義」に即して動くのである。

このように人間は脳のタイプ別に分けると、3種類に分けられるが、人間社会が止まらぬ機能するにはこれらのタイプの全てが必須であろう。だが現代社会においては、「右きき」の人間の数が不足していると思われる。訓練によってその数を増やす必要がある。

パーバラ・ブラウンヤ、マクスウェル・ケイド、ジョー・カミヤなどのパイオフィードバック・リズム・生体がある特定の精神・身体状態を維持できるよ

## 科学は福音たりうるか

昔から神秘家たちは、人間と宇宙とは密接に結びついていると主張してきた。現代科学は彼らの考えが真実であることを証明し、その結合のノウハウを数多く解き明かした。人間は単にホモ・サピエンスであるといっただけではない。ホモ・エレクトロマグネティ

与えること)革命の先駆者や開発者たちのおかげで、日中や日中の連綿と、出、ように自分の心を、心や、自分のことを習得できることか世に知られつつある。

イギリスで開発されたマインド・ミラーという機械を使えば、脳の周波がデルタ波からベータ波まで4段階の變化をするようすを観察でき、脳波のリズム(周波数)のコントロールが可能となった。これはきわめて大きな進歩である。脳の特定の状態は特定の興奮(刺激)——インスピレーションを食んだ——と一致することがわかっていくからだ。

脳だけではなく、肉体のいくつかの器官をかなりのところまでコントロールすることによって、心臓や筋肉や血圧、さらに、心臓をコントロールが可能なのだ。

クス(電磁性体)でもあるのだ。

われわれはついに、新しい科学の時代に足を踏み入れたようだ。名のある大学教授たちが瞑想や金脈曲げ、ポルターガイスト現象、入魂、(幻覚)、脳の思考ハタインの研究をしている。また、新しいタイプの神秘家たち、つ

まり量子物理学者の手によって、肉体的事象に精神(頭脳)がどのように関わっているかが明らかにされていくだろう。

ジェラルド・ハーダは、科学史には昼と夜にたとえられるようなサイクルがあるといっている。「外向的な発見の時代」は、内向的な考察の時代。その後にはやってくる。この世を、それぞれ脳の左半球と右半球が支配した時代といえることができる。

かつて、どれほど多くの偉大な科学上の進歩が、<sup>カッパ・ミ</sup>「カッパ・ミ」のケブラーというところの、<sup>カッパ・ミ</sup>「カッパ・ミ」たちによって成しとげられたことだろう。ガリレオ・ニュートン、アインシュタインらの足跡をたどってはなるまい。そして今日、われわれは2つの大脳半球の機能についてより多くの事実を知り、芸術や科学の分野でいかにすれば創造的になりうるかを人々に教えられるようになったのである。

だがやはり問題はある。かつて1934年に、T. S. エリオットは次のように記した。(情報化時代が)その情報の中に生じてしまった知識はどこに行ってしまうのか?と。

現代の人間はありあまるほどの情報を手にへれたら、<sup>カッパ・ミ</sup>「カッパ・ミ」の知識をほとんと持たず、知恵には至っていないに等

# THE CYCLES OF HEAVEN

15イオンが周りに多くなっていると気がついたら、これを打ち消す除イオンを生じさせればいいのだ。ほうイオン発生器、すでに何、引うて製造されている。たか、まだ手に入れにくいうえ価格もかなり高い。

1980年1月7日付のデイリー・マイルズ(ロンドン)には、次のような記事が載っている。マタ、ファートシャーの大企業がイオン発生器を製造したところ、社員たちにすく、良い結果が現われたというのだ。新聞はこれを「偉大、行合見であるかのように報道しているが、イオン発生器は50年も前からあったのだ。取柄、製作者

はツイエフスキーである。彼は除イオンの有益な効果について何年も研究を行、論文も発表している。彼は、電力ケーブルに悩まされている村の例を紹介しておこう。

イギリスのフィッシュポンドという村に、いまから7年前に電力ケーブルが設置された。ケーブルは大通りの真上をとりつけられ、20人の人間が住む家の1つを曲っていた。2、4、ケーブルの正圧がわらうたところ、それ以後4人か心臓麻痺で死に、干渉しあはるに苦しむなど、これらの「呪」の人たちはつねに体の不調を訴えていた。彼らはめまい、吐き気、一時的な頭痛

失、丁眠症、神経衰弱に悩まされつめ、し理的、反的、低下し、さには白血球の数の増加も確認されているのだ。

村人の1人はこう語っている。「まるで網の中に陥、いれ、しまったよう、思考と肉体の間、いうてきたような感じ、です」

## アイソシユタインは右むね

アイソシユタインは、決して優秀なイオンではなかった。彼は計算すると、にると、眼を閉じて、「数字にダンスを踊らせる」のであった。イギリス

その通り、彼らは網の中に囚われていたのだ。清らかな空気から除イオンを奪ってしま、電力ケーブルが発する磁場の網の中にだ。

この村の例のように、自然とイオンかわりにこれに介入し妨害すること、人間が自分で自分の首を締めることになるのだ。

## 受験勉強には絶対！ サエテくるサエール

さ、テストだ、机に向かうがどうもサエない。タオルでハチ巻きしてやるか。こんな悩みを解消、サエない君をサエテる君に、ヘンシーンさせるクールバンド(サエール)を紹介しよう。ラ、電力を消費しない省エネタイプ。アルミニウム特殊合金材使用なので火災で持ち。君にピッタリのクールバンドです。

### 頭スツキリの クールバンド

俗に「頭がサエない」という、り、は頭に熱がこもっている状態、で、この熱を放熱して、え、は頭がスツキリする事は、学的にも証明されている。水、高い所から低い所に流れるよ、に、熱は暖い方から冷たい方へ



流れる。そこでこのサエール、頭の熱を吸収して外部へ放熱す、り、なからでも、睡眠中でも、に、いつもスツキリとした状態にしていられます。

### サエールの特性

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▲病氣治療に用いる人工磁力発生装置。人間は、ホモ・エレクトロマグネティクス（電磁体）なのだ。(photo/PAMATRON GmbH.)

しがみついている人間が受けるのは、著しいものである。

もちろん尤には、破壊すると同時に傷や作用もある。オントは全スペクトル照明の効用について、驚くべき見解を述べている。全スペクトル照明とは太陽のスペクトルにもっとも近い電気照明のことである。フロリタのある工場にこの照明を設置したところ、インフルエンザの流行が町を襲ったときに、その工場の人間は誰一人として感傷しなかった。また、手に負えない生徒ばかりのクラスの照明を全スペクトル照明にかえただけで、子供たちの素行が良くなったという。

オントの研究は衝撃的で、興味がつきないが、残念なことに彼の後に続く者がいない。ただ、あのエルフイーダーだけは、初期のアメリウ製ウーラーテレビの放射線洩れを指摘し、ある製造会社に数千台のテレビを回収させている。

オントは、自然光の下で生活し働けば、人間はもっと幸福で健康になるはずだと思った。実行はきわめて簡単。あなたの部屋の電球をとりかえるだけでOK。たゞ問題は、全スペクトル電球を手に入れられるかどうかだ。努力してみる価値はあると思うが……。

次に空気について考えてみよう。い

まや空気ははなはだしく汚染されてしまい、きれいな空気の中で生活することが難しい時代になってしまった。リーディング大学のブライス・スミス教授は、次のような警告を発している。

市街地の子供たちの大多数が鉛公害による永久的な脳の損傷に苦しんでおり、恐ろしいことには胎内にいる子供にも同じことがいえるというのだ。

空気は電気に帯電である。だが空気の分子が電気を帯びるか失うかすると、陽もしくは陰のイオン（空気イオン）となる。滝の近くや高いところでは陰イオンが支配的であり、そのあたりの空気がおいしいのはよく知られた事実である。だが、空気中の陰イオンは熱い風によって奪われてしまう。フランスのミストラル、スイスのフェーン、イスラエルのシャラン、そしてレイモンド・チャンドラーが短編「赤い風」の中で書いているカリフォルニアのサンタ・アナ、どれも各地域に特有の強烈な風である。

チャンドラーが書いているように、この熱い風は「髪の毛を巻き上げ、神経を逆なでし、肌をチクチクさす」のである。おそらくこの風は、多くの犯罪や苦痛と結びついているのだろうか。では、これにどう対処したらいいのだろうか。答えは単純である。つまり

# THE CYCLES OF HEAVEN

画期的な業績があげられる。

ゴークリンは心理学者であると同時に、優秀な統計学者でもある。彼は、パリの学校に在学していた頃から占星術に強い興味を抱いていた。人間は惑星の影響を受けているとする占星学者の見解に耳を傾け、その研究を熱心に行なったのである。そしてこの種の研究ではもっとも大かりな調査を行ない、その結果、占星学者の見解とまったく同じ形ではなないが、確かに惑星からの影響があることをつきとめたのだ。この発見は今後、心理学者にとっても重要な意味を持つだろう。

ゴークリンの研究によれば、人間の性格のタイプと従来の占星術のホロスコープが示すサインの間に統計的な相関関係は全く存在しない。しかし彼はそのかわりにもっとおもしろい事実に気づいたのである。人格と惑星時との間に、きわめて明白な相関関係があることを発見したのである。

惑星時は太陽時とほぼ同じように算出される。地球が太陽の周りを回るにつれて、日が昇り日が沈む。ように他の惑星もみな地平線から昇りそして没する。火星を例にとると、南中高度90度まで昇り180度で没し、290まで移動する。

ゴークリンは他にも重要な発見をし

ている。それは、ある特定のタイプの人間が占星術でいう特定の惑星の下に生まれる傾向があるということだ。それだけではなく、職業や専門分野で成功を修める人間は木星の支配する時期に生まれる確率も高いのである。この事実は統計的にも明らかにされ、疑いをさし挟む余地はないといえよう。

## 人工の力が破壊した自然

ここで視点を換え、人間がつくった非自然的力について考えてみることにしよう。宇宙の力とはいえないが力であることに変わりはないし、宇宙内の現象に影響する力であるのだから、やはり論議の対象とすべきだ。

人間は自然の中できれいな空気を吸い水を飲み、夜と昼そして月と年のサイクルに適応しながら数百万年以上も進化を続けてきた。だが今日、われわれはこれまでとはまったく異なる生態環境の中で1世紀余りを生きてきた。水にはフッ素が、空気には鉛が含まれ、それが子供たちの脳を損い、電力ケーブルがじわじわと生命を締め、人工的な光がさまざまな形でわれわれに毒を与えている。そして、身近な環境の

万人の誕生日が記録されているが、このデータからは「ゴークリン効果」すなわち星の支配のメカニズムは解明できない。ゴークリンは地元の劇場が関係しているかと推測している。これが事実となると、メルタールの主張——惑星の位置が大抵の活動を、ひいては地球上の現象を支配する——などの有力な裏付けとなるのである。

中でも最も恐ろしいのがテレビである。

このようにわれわれが徐々に破壊してきた環境は、いったいどうすれば改善できるであろうか。それを考えるため、まず最初に光に関して検討を加えてみよう。

ウォルト・ディズニーの自然を写した映画には「time lapse（二ま送り）」低速度撮影（映像がよく使われている。この撮影技法の先駆者ジョン・オットは、仕事を続けるうちに「世間」に気がついた。撮影時には植物に長時間、光をあて続けることになるわけだが、そうすると、大抵の光の下では元気がよく成長していた植物が、つたりしてしまふのだ。中には衰弱して死んでしまふものもあつた。光は生命をして

▼電力ケーブルの見えざる影響で、人間の生命はじわじわと締められている。



死に至らせる力も持っているのだ。オットは、さらにいくつかの動物実験を行なった。ネズミを使った実験では、カラーテレビのある籠の中に放置するだけで、何匹かのオスが死んでしまった。また蛍光灯について研究を行なった結果、そのうちの何種類かは人体に強い影響を与えることがわかった。蛍光灯の照らすオフィスで一日中仕事をし、家に帰ればカラーテレビに



▲金星の人格支配効果を見出したゴークリン博士。



▲環境が人間に及ぼす影響の研究者、トロンブ博士。

にあるという確固たる主張を持っている。だが、そのデュルケムにしても、自殺の根本原因が他にもあることを示す証拠を発見しているのだ。たとえば、自殺の割合が緯度が高くなるほど上昇することを発見したのも彼である。赤

道から遠くなればなるほど、太陽からの宇宙エネルギーを多く受けるのである。

## 月の位置から犯罪を予測

自然のもう1つの力である重力についても考えてみよう。

地球の水に対する重力の作用については、実際に目で見る事ができるのだけれども、海に潮の干満がある。ところが、海に潮の干満があるのならば、その3分の2が水分で占められている人間の肉体にもそれと同じことが起こっていると考えられないだろうか。

マイアミに住む精神病学者A・S・リーパー博士は、月の位置から予想を立て、1月に地元の警察に大事件や残虐な犯罪が勃発する時期を予告していた。昔から満月と狂気とはよく結びつけられてきたが、月がその軌道中もとも地球に近づく時期と社会の不穏な動きの間に関連があることを科学的に証明はたなくさんあるのだ。ただし、高緯度かどうかはこの関係はない。というのも、近地点にある月の影響は、光(太陽の反射光)ではなく、重力(引力)の作用であるからだ。

リーパー博士の研究は多くの論議を

る。自殺はやはり、エネルギー環境と関係があるのだろうか。

呼び、批判も多かったが、彼の理論はイギリスの若手心理学者セック・ヘットによって引き継がれている。

さて次に、月以外に地球に重要な重力作用を及ぼしているものがないか考えてみよう。まず太陽の重力が、太陽が潮の干満に与える影響は、時には月の2分の1以上になる。それで、太陽と月と地球が一直線に並ぶと大潮になるのだ。

惑星はどうかだろうか。惑星もやはり潮汐作用に重力を与えているのだろうか。理論上は重力を及ぼしていることがわかっており、その値も計算されている。だがあまりに弱いものなので、どう考えてもその作用が重要な意味を持つとは考えにくいのだ。10<sup>10</sup>単位で表わすと、15人時で次のようになる。

太陽 500,000 月 1,300,000  
火星 50.1 木星 0.000,04

ここで、極小時に示す数値に注目するとおもしろいことに気づく。極大時と極小時の比率は、月では1.5対1だが、火星では2.39対1、木星では3.11対1なのだ(もちろん太陽は不変)。

木星の極小時におけるこれほど微かな作用か、地球上のわれわれ人類にとって重要な影響力を持つといわれても、どうもヒンとこない。

だが、どれほどわずかな放射線でも生物に何らかの影響を与えないものはないということを知っている以上は、力と名のつくものはすべて——たとえそれがどんなに弱い力であっても——無視してよいものはないと考えるほうが利口というものでろう。

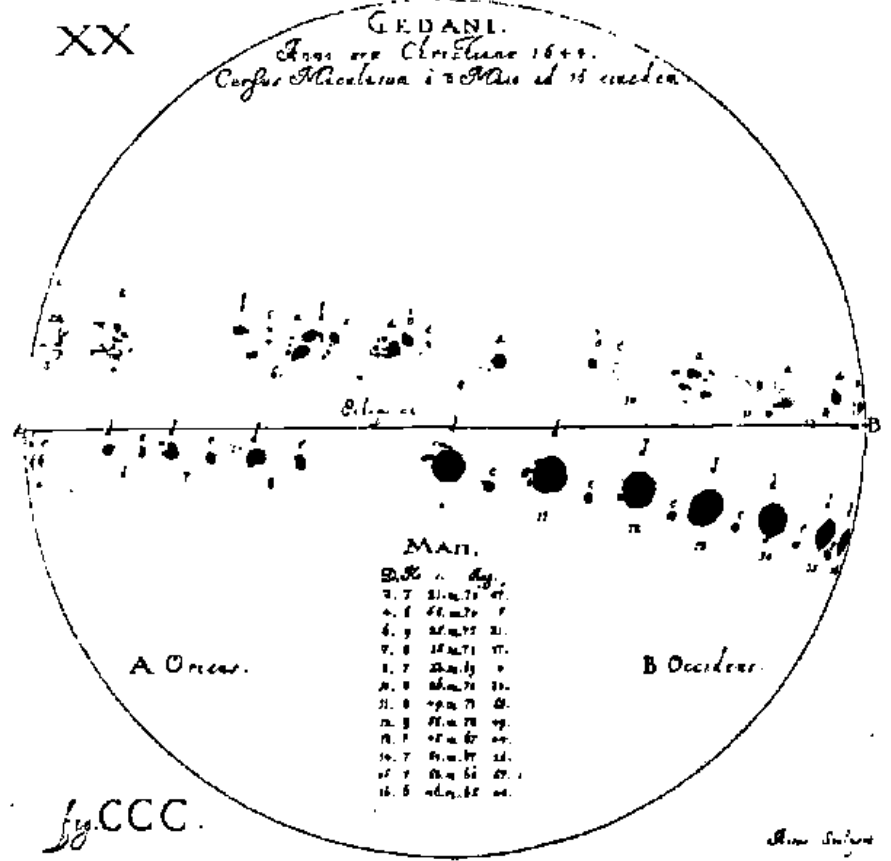
アメリカの工学者で水脈探知も手がけるS・V・ハーバリー博士は、超伝導磁力計ですら計測できないくらい微弱な磁場(10<sup>-10</sup>ガウス)も人間がちゃんと反応することを証明している。10<sup>-10</sup>ガウスという小さな力、たとえば火星の引力とあまり違わないのだ。人間はまるで電磁機械のように、自分を取りまく電磁環境や重力場で起こるあらゆる事象に、死ぬまで反応し続けるのである。

磁場の影響がわれわれの肉体に入り込むには少なくとも4つ、経路がある。直接神経細胞と相互作用する。神経伝導に関するイオンに影響を与える。細胞組織中の水分に作用するか、血液中の鉄分を磁化するかの4つである。

この研究を飛躍的に進歩させたものとしては、ミノシエル・ゴークリンの

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▲地球上の大事件の多くは太陽の黒点と何らかの関係を持っている。

19世紀のイギリスの改革者、投票の動きが異様に早まっていたとさへ述べている。

馬鹿にしていると思われるだろう。だが、60年代太陽エネルギーが非常に高い時期には、世界が混乱状態にあることが多いのである。近年の出来事では第二次世界大戦の勃発、ソビエトのハンガリーやチェコスロバキア、アフガニスタンへの侵攻、1968年の世界的規模の学生運動、これらの事件はす

べて十年に起こる大事件と時を同じくしているのだ。

ノイテューマキーは戦争や暴動、疫病、保守党の勝利、ただ単に太陽に傾いていくのと同じ。直接に太陽に傾いているのだとしても、間接的に太陽を次のように描くことはできる。

太陽は放射線によって地球の磁場に影響を与えている。磁場の変化は黒点のサイクルと密接に結びついている。

地球の磁場が地球上の、人間を含めたあらゆる生物に影響を与えていることは自明の理である。ソビエトの科学者デュープロフは、磁場が地球の生物圏で起こるあらゆるプロセスに決定的な役割を果たしているとさえいつている。

ここで、おもしろい現象がある。確か、上物は非常に弱い磁場、ことに急激な磁場の変化に対してはきわめて敏感に見出すのだが、強い磁場には意外なことにあまり感応しないのだ。

たとえば、ドライヤーで髪をかわかしている少女は地球の磁場の約50倍の磁場をつくっているのだが、だからといって少女の人格や髪にさしたる影響が見られるわけではない。だが、これは磁場の急激な活動による。磁気嵐、かまの生物学的事件と結びついていることを示す証拠は枚挙にいとまがないほどだ。

この分野の研究で指導的な役割を果たしている一人に、オランダのS. W. トロンプ博士がいる。博士は馬場と動物を現わすグラフとある種の現象に奇妙な符合のあることに着目した。変化の生じた60年代初め、オーストラリアでは天然痘が、レニングラードで猩紅熱、日本では一児麻疹が流行、さらにドイツ婦人の月経不調、妻の出生、フランスでけし腫瘍が死者が増え、

世界的に赤血球沈殿速度が変化していたのである。また、ドイツの若者の血圧の平均値が、ここ20年以上の間に徐々に上昇していることが発見された。

スカンジナビアとポーランドにおける長年の研究では、子供たちの平均身長や生理的に成熟する平均年齢が、磁場の図と余り変わらぬ動きをしていることも明らかになっている。

とにかくわれわれを困めている目に見えない、高いエネルギーをとまなう現象、われわれが自覚できないうちにさまざまな形で人間に影響を与えていることは明らかである。春と秋に自己の数がもつとも多いことはよく知られているが、この現象にしても社会的な要素よりはむしろ宇宙的な原因となっているとさえいわれたい。



▲ジョン・ネルソンは、惑星の位置によって太陽黒点が生じると考えた。

これに関する研究では第一人者の、フランスの社会学者エミール・デュルケムは、自殺の根本原因は社会的抑圧



類の力によって生じている。4種類の力とは、重力、電磁気、そして強い核力と弱い核力である。核力は強いとあらゆる原子というきわめて小さい尺度における作用でしかない。したがって、土壌問題として直視われぬに関わっているのは、重力と電磁気の2つといえる。

重力の正体は全く謎である。なぜなら重力は強力であるとも、弱い力であるともいえる。赤ン坊がおもちやを拾い上げるとき、地球全体の引力以上の力を赤ン坊は出している。だが一方で、引力は、星の軌道に固定させ、遠く離れたところから作用を及ぼしている。たとえば、大抵うら約70億キロメートル離れた位置にある木星がその位置にとどまっているのも、この不可思議な力の作用があるからなのだ。

過去において、重力は絶対であり不変だと考えられてきた。だが、1954年にフランス人科学者モーリス・アレイスが、重力は必ずしも不変ではないということを見つけた。彼は日食時に重力にぶれが起こることを見つけたのである。この発見は1970年にザストン在任のアメリカーナ研究者によって解明されている。

もう一つの力、電磁気 (electro magnetism) 略してEMは、正荷粒子

から生じる力である。われわれは自然と人工の両方からの電磁放射の海の中で生きている。自然放射のほとんどは太陽からのもので、可視光線や超高エネルギー粒子を含めたさまざまな種類のエネルギーを供給している。

陽子や電子や微粒子がわれわれの頭上に降り注いでいるのである。さらにわれわれはこれらの微粒子を、この目で見ることが出来る。北極光として知

## 人間は黒点の奴隷!?

スカイラプが探した画期的なフィルムによって、われわれはこの目で、太陽がエネルギーを放出する様子を見ることが可能となった。それは、どつとするような光景である。火山の大噴火のように、数千マイルもの人柱が立つ。はじめて、数千マイルもの人柱が立つ。この地球上からも、世帯によって生じた太陽の黒点を観察することが出来る。

西洋の科学者たちがこの黒点を発見したのは、1611年頃のことだった。しかし中国では、すでに紀元前28年頃から黒点の存在が知られていた。インカ帝国でも、そして14世紀にはロシアでもこの現象を発見していた。だが、本格的にこの現象の解明に取り組

られている現象が、あの美しい光のカーテンがそれである。

この他にも、エネルギーはクエーサーやパルサーから放射され、地球に届いている。これらはほぼを絶する巨大な天体で、たとえばクエーサーの中には、1000億個あまりの恒星を有するこの銀河系の放出するエネルギーの、何と10億倍のエネルギーを出しているものもあると推定されている。

んてから、まだやつと150年ということもあって、いまだに多くの謎が残されている。

黒点に関する発見の中でも最も興味深いのは、黒点の数、増減するサイクルが7年から17年の間で、平均すると11年をわずかに上まわる、という点であろう。

黒点の数は、日によってゼロから700個までと、大きなばらつきをみせるが、その理由はわかっていない。想像力の豊かな科学者たちの中には、(ノルウェーのK・G・メルダール博士を筆頭に)黒点は惑星の動きが原因で生じるのではないかと考えるものもあり、ジオフリー・ティーンらは、中心のサイクルと惑星の位置の関連性も



▲アレクサンデル・ノイチェフスキー教授

学的に結びつけようとした。だが、証明に要する計算があまりに複雑すぎてコンピュータも用いても手に負えず、いまだに仮説と証明するまでには至っていない。

このほかに、地球の出来事やサイクルと黒点との関連性を追求するものもいた。このころ、確固とした証拠もあるし、仮説としても非常に面白い。この研究に初めて取り組んだ科学者が、あの有名なアレキサンデル・L・ツイチェフスキー(ロシア・1897-1964)である。

まだ学生であった頃にノイチェフスキーは、人間を歴史を調査研究し、地球上の大半は多くか太陽の黒点と何らかの関わりをもって起こっている、といっけなく主張した。

彼は、大衆を支配する下位の風潮も太陽に起こる爆発によって盛り上がりたり衰退したりすると考えた。また、

▶世界各國の専門誌に論文をふるっている彼も、日本では初お目見え。



オカルト研究者

## ガイ・プレイフェア 花積容子訳

1976年のある日のこと、カール・ワレンダという男が、ロンドンの中心部にある通りを横切ろうとしていた。

通りを半分ほど進んだところで、彼は立ちどまって逆立ちをした。これを、何百人というロンドンっ子たちが固唾をのんで見つめていたのである。

もつとも、ワレンダが逆立ちしたのが、高いビルの間で張ったロープの上だったのだから、それほど注目を浴びることもなかったであろうが。

この男の平衡感覚は確かに素晴らしいものではある。だが、ロープの上の彼をほんのすこしでも押し下したりしたらたちまち彼はロープから落ちて地面に叩きつけられてしまうだろう。

ところで、われわれの地球も、このワレンダの姿によく似ているといえよう。地球も微かな釣り合いの中に存在しているか、地球の周りでほんのわずかな変化が起きて、それは重大

つねに運動を続ける宇宙。そのコズミック・パワーは、人間社会にさまざまな影響を与えている。漸新な視点と豊富なデータから、人類の置かれた現状、そして「科学」の可能性を分析する。

な、致命的ともいえる危ういところまでつなげていく。その例をあげよう。

ソビエトの天文学者M. I. マチーコの計算によると、太陽の軌道が1パーセント以上減少すれば、地球は凍結してしまうという。

また、もし月が突如地球に接近しはじめたら、凄まじい津波が押し寄せ、オランダやテムマークはもちろん、地球上の人はすべて水没になると考えられる。あるいは大気圏上層部の大気密度が希薄になったとすると、巨大な隕石や岩石が日に数百万個も地球に降り打ち、都市は壊滅的な打撃をうけるであろう。

すこし例をあげてもこれだけのことがいえるのであるから、地球が現在までの長い間、そのバランスを維持してきたことは幸運であつたとはいえる。

地球上で生活しているわれわれは、地球が動いているということを忘れが

ちである。なか、この宇宙に存在するものは、何ひとつとして静止してはいないのだ。

カナダのユーモア作家ステフェン・リーコックは、人間は「馬に飛び乗りあらゆる方向に向かって狂ったように馬を走らせている」と書いている。実際、地球は地軸を中心にして毎時約1700キロメートルで回転し、太陽の周りを毎時10万キロメートル以上の速度で回っている。その上、太陽系そのものも射手座に向かって毎時8万キロメートルで動いているのだ。

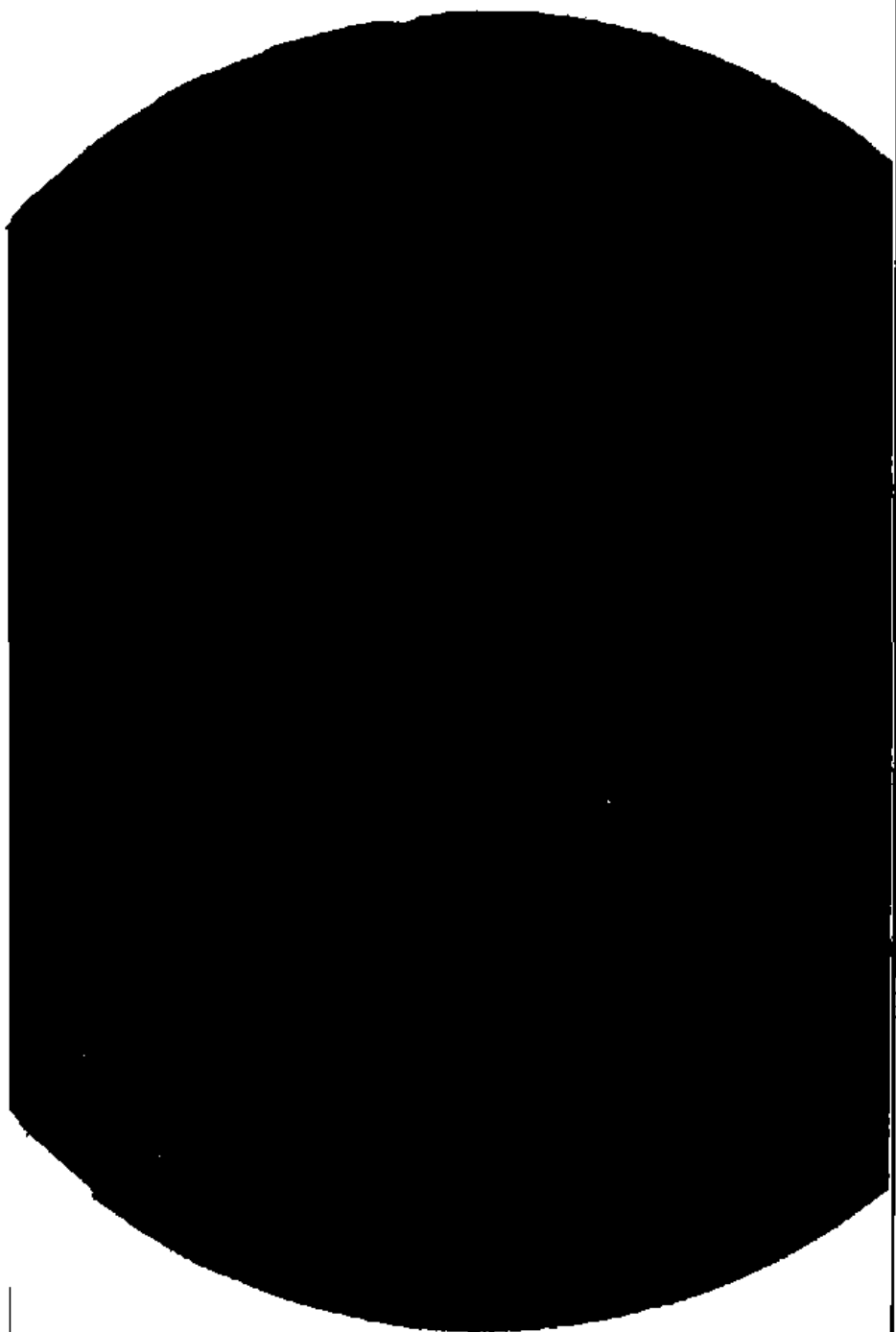
われわれはまさしくリーコックのいうように、あらゆる方向に同じ速度で動いている。ただ、この地球という精密なコズミック・マシンの上で、私たちは静止しているという錯覚を抱いてしまっているのである。

宇宙におけるすべての法則は、4種

THE CYCLES OF HEAVEN

特別寄稿

人類を支配する宇宙の  
根源的パワー



# DR. WILSON



うに学習し、歩み行なったところ、両方の管で水に通じる正しい道を選べるものの割合は約3分の1にしかありませんでした。しかし、ここが肝心な点なのです。このアループのプラナリアは、何度実験を繰り返しても成績が落ちませんでした。つまり、彼らは決して「飽きる」ことがなかったのです。

前の実験に使われたプラナリアは、後の実験に使われたプラナリアと比べて、何分の1かの努力で水を得ることができました。彼らはあまりにもやすやすと欲しいものを手に入れることを覚えてしまったために、水を捜しにくいよりもむしろ死ぬ方が速いような状態におちいってしまつたのです。

よく考えてみると、私たちが類も同じような状態にあるとは、驚いてしまうか。人類は猛烈の応酬や何やらにおびえる不安な生活を憎むがゆえに、文明を作りあげてきました。しかし、その結果どうなつたでしょうか。向人の原始人から見たら、想像してきかないほど豊かで便利になり、高を占めている現代人が、犯罪の発生を目的にしながら、誰も彼も人生にうんざりしきつています。社会の安全と、居心地よい家と、十分な食物と与えられていながら、深い倦怠感にさいなまれていくのです。なんとよく似ているではありませんか、あのあまりにやすやすと水を手に入れることを覚えてしまつたプラナリアたちと。現代社会における自分の身延び、水を捜していくのをやめて極になつたまま死を待つたプラナリアの場合と同じく、一種の車閉自覚などいっていいでしょう。

——それであなただは、1人のアウトサイダーとして、現代人に警鐘を鳴らし続けているわけですね。

ウィルソン そのとおりです。しかし、社会に対して警鐘を鳴らし続ける人間は、いつでも社会からはさらわれます。私もそのために、ここへ退却して仕事を続けることになつたわけですが、今までなんとかやってこられたのは、根が陽気で楽観的なちがったことが幸いしたのでしょう。

## わかりやすい宇宙・航空2001年

9月下旬発売予定

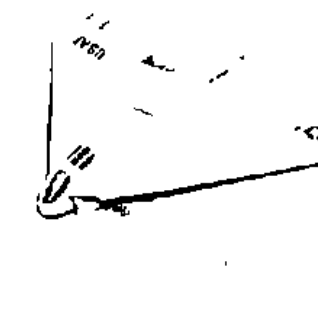
航空情報別冊

定価980円

■限りなく進展してゆく航空機開発技術と宇宙開発技術と、だれにでも分りやすく、興味深く読めるように写真・図説を豊富に盛り込んで解説した特集号です。

今後の航空機開発の動きと、未来の飛行機を推測。スペースシャトルの打上げ成功により、手の届くようになった宇宙開発。それとあわせて世界水準の域に達している日本の宇宙開発の現状も紹介します。

●第一弾「スペースシャトルと日本の宇宙開発」をあわせてお読みください。



株式会社 醍燈社  
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03-572-3421

山河宏編訳

▼ガイ・ブレイフェアと談笑中のウィルソン。



今の人間にとって最大の問題は、生活が左脳中心になってしまっていることです。それを矯正するためには、自分を完全にリラックスさせることを学ばなければなりません。完全にリラックスは自分自身を左脳中心の自我から解放し、右脳の働きに目覚めた本来あるべき姿に變身させるのです。

これと反対に、緊張は私たちを左脳中心の自我の中に閉じ込めます。そして緊張がひどいほど左脳へのかたよりは大きくなり、自分を不幸だと思っく持も強くなるのです。

私たちはリラックスの度合が大きいほど、外界の真の姿がよくわかるようになります。また自己意識の不思議な変化をよりはっきり認識するようになります。

これは自我が脳の中心に移っていくためだと私は考えます。つまり、左右の脳半球のバランスのとれた的の上に、真の自我が実現されるのです。

右脳の直観的な意識を意のままにスイッチ・オンできる力に身をつけて、左脳中心の自我に閉じ込められた今のみじめな状態から解放されることが、今の人類の平るべき進化のステップだと私は考えています。

## 新たな英知の力の必要性

——しかし、進化というのは、必ずしも生物に有利な方向をとるとは限らないのではないんですか。

ウィルソン そう、そのとおりです。それだからこそ、私たちは新たな英知の力を必要としているわけです。

ここで一つ、非常におもしろい研究をご紹介します。人類が今置かれている状態について、あるたいせつなことを教えてくれる生物学的な研究です。それはルー・ベンシュタインと

ベストがプラナリアを使って行った実験で、私はその結果にとても興味をひかれ、「神秘現象」の中でもとりあげました。

プラナリアは非常に原始的な動物（左右相称で長さ10数センチの虫の形をしている）で、ごく簡単な神経系しか持っていないませんが、いろいろと実験に好都合な性質を持つているため、動物の学習能力の研究によく使われます。ルー・ベンシュタインとベストは、特別な工夫をほどこしたプラスチックの管に水を満たしてプラナリアを中に入れ、その後で水を抜いてしまいました。

ルー・ベンシュタインとベストはすっかり面喰らってしまいました——いったいどうしたんだらう？ 飽きてしまっくへしやないのかな？ いや、知といえるほどの神経系もないのに、飽きるなんてことあるはずがないよ。

そこで2人は、プラナリアが本当に水を捜しにゆくことに飽きてしまうのかどうかを確かめるために、別の実験法を考案しました。今度は、内側から

# BIG AWAY FROM THE WORLD

▼アウトサイダーのよき伴侶、ウィルソン夫人。



それから2人はまた下の世界にもどるのですが、あの階段をおりたとたん、前と同じように上の世界のできことをすっかり忘れてしまいます。そしてポケットの中の紙きれを見ても何のことかわからず、丸めて捨ててしまうのです。上の世界にいるときにはあれほどはつきりしていたことが、下の世界にもどるとどうしても思い出すことができな。2人にはそれをどうすることもできないのです。

私たちはみんな、これと同じ状態にあります。深く大きな心の動きの中でつかの間新しい世界に目を開かれても、すぐにそれを忘れてしまう。

## 左脳中心の自我からの解放

「上の世界」で得た啓示を、「下の世界」の日常的な意識でほとんどでも思い出すことができないのです。

——アル・ユエフのいう自己想起の問題とよく似ているように思えますか。

ウィルソン そう、確かにグルジェフがいつていることとよく似ています。とにかく、第一にしなければならぬのは、なぜ忘れてしまうのかをはつきりさせることです。そのためには、日ごちから自分のし的的を細かく観察する習慣をつける必要があります。たとえば、明日これこれのことをするといっておきながら、あとでそれをすっかり忘れていたことに「うっ」と気がつく、というような経験は誰にでもあります。その場合、自分がいつ「忘れ始め」たのかを、できるだけ細かく調べてみるのです。これを何度も繰り返しているうちに、自分がどんなとき

に忘れ始めるかがわかってく

れば、忘れることを防ぐという目的に向かって第一歩を踏み出したこととなります。

しかし、この目的を達成するのは容易なことではありません。

私は前に出した「ジュラルド・ソームの性日記」という本の中で、人間は腕時計のゼンマイで動かされているグランドファザークロックのようなものだ、と書きました。これは、脳そのほか素晴らしい仕組みを持つ人体の機械装置に比べて、それを動かすへさむきの力はありません。小さい、ということですが、この意志の力不足をどうしたらいいのか、それがこの問題の中心課題だといっています。

ウィリアム・ブレイク、パーナート、ノーロそしてすべての神化思想家たちは、私たちの日常的な生活がいかに真実の生活からかけ離れたものであるかを教えています。それでは、あの特異な高揚した意識状態で開ける世界をとりもどすために、私たちはいったいどうすればいいのでしょうか。私は今なおそれを問い続けているのです。

「下の世界」と「おつしやられた特異な意識の世界」つまり「上の世界」とは、それぞれ左右の脳半球に対応すると考えていいのでしょうか。

ウィルソン 私はそう考えています(ライヒについて書いた本や、最近出した「フランケンシュタインの城」という本の中でも、そう書いています)が、科学的には確実な根拠があるわけではありません。私の理解するところでは、スベリーの研究は正常人の頭の中にも2つの人格——あるいは意識——が左右の脳半球に独立して存在することを示しています。しかし、最近提唱された脳のホログラフィー・モデルによれば、無意識の心も右脳に局在するのではなく、脳の広い広がりがあることになり、ますます、私はこの問題について断定的なことをい

つもりはありません。しかし、左右の脳半球に別の意識が独立して存在するという考えは、そして右脳が「上の世界」に係しているという考えは、人間の本性について真実をついていると私は信じています。

▶作家生活25年の今、著書は50冊を越える。



いれなくなってしまうのです。脳を特定の半分の部分に極端に私が出した当時、アウトサイダーという言葉は何か社会に対する反逆者を指すように受けとられ、あらゆる反社会的な人間と同じように見られてしまいました。しかし、私があの本の中でとりあげたのは、社会に対する反逆などよりもずっと大切なことです。あの本の主題は、人生はどうしてうまくいかないのだろうか、という疑問であり、このことを私は今まで繰り返しいい続けてきました。

——倦怠とベシミズムが支配する今の世の中を見てみると、確かに人間の一端はとうとうこうもつましくいかならんだろう、と不思議になります。

ウィルソン 簡単にいえば、私たちの生活が全体としてまた個人としてうまくいかないのは、私たちの努力がたりないからで、す。しかし、そこには人間の特殊な進化のプロセスに原因を求めるところのどこかがあると思います。つまり、私たちが人間は進化によって特異な力を与えられた脳を武器に、文明をつくりあげてきたわけですが、その過程で、

ある女が売りに出ていた家を見にいき、家主の男と親しくなりました。といって互いに引きつけられたというのではなく、またその必然性もありませんでした。男は中年で、女の方は別の男と結婚する約束をしていたのです。

その家を買って引越してきた女は、部屋のすみに不思議な階段を見つけます。その階段をのぼると、上は何世紀も前の家の中で、窓から見える景色も今とはまるで違うのです。

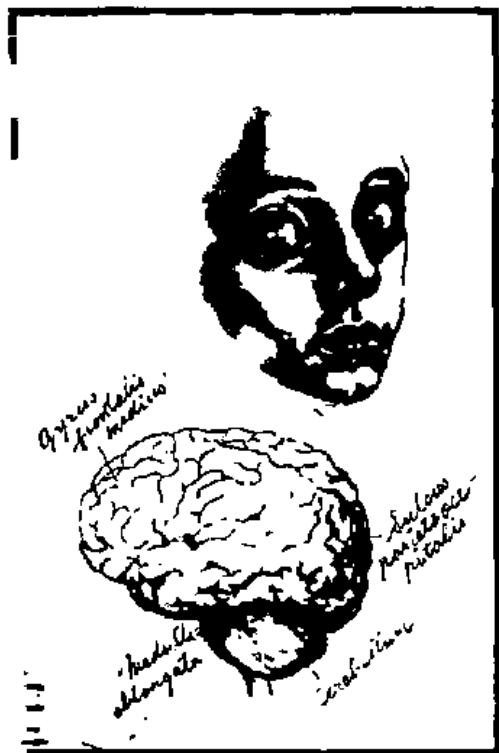
一方、家主の男の方も離れたところ、別の不思議な階段を見つけ、それをのぼって同じ何世紀も前の家の中に入ります。そして、2人は顔を合わせたとたん、自分たちの心が結ばれて

あることを悟ります。恋に落ちる必要もありません。そんなことをしなくても、2人には互いが互いのものであることが、はっきりわかるのです。

ところが、下におりてもこの世界にもどると、2人は上の世界で経験したことをすっかり忘れてしまいます。

それは、そのより素晴らしい世界に目を開くためには、いっとうか、ここで考えていんできたのは、何か大きな危機に直面したとき、私たちは人生の限りない素晴らしさを突然、悟るということです。つまり、せっぱつまった非日常的なできごとの中で、それまで隠されていた真実に向かつてまったく新しい目が開かれるのです。しかし、この目はふだんはしっかりと閉じられていて、私たちがその目で見たことをすぐ忘れてしまう……そこが問題なのです。

この状態を比喩的にとらえるのにぴったりの小説があります。それはデイビッド・リン・モイの『憑かれた女』という小説で、あらずじはこうです。



# BIG INTERVIEW

# 現代イギリス最高の知性 コリン・ウィルソンに聞く



聞き手：  
デニス・ステーシー  
(本誌特派員)

あいつだ。彼らは自分が初め  
「アウトサイダー」の著者に寄  
せた賛辞を、争って取り消そう  
と努めたものだ。

このように最初の2冊の本に  
対する世間の風当たりは強かつ  
たが、ウィルソンはとにかくこ  
れらの本によって富を得た。少  
なくとも、コリン・ウィルソンの海

岸を見晴らすイングランド南西  
部のいなか小さな家をたて、  
本やら資料やらに埋もれて作家  
生活を続けていけるだけの金を  
手にすることはできた。

ウィルソンは批評家たちの言  
葉にはとんじやくなくベン仕  
事にはげみ、作家生活25年の今、  
本書は50冊を超える。その中に  
は「アウトサイダー・サイク  
ル」の7冊の本を始め、SFで  
は「精神寄生体」、犯罪小説で  
は「殺人百科」、伝記では「パー  
ナード・ショー」などがあり、  
超常現象をあつかったものとし  
ては「オカルト」や「前世紀」  
が有名である。

新しいものでは、「ウィルヘル  
ム・ライヒの探求」が先ごろア  
メリカで出版された。いちばん  
新しいのは「フランケンシュタ

インの城(右脳——英知への戸  
口)だが、これは今のところイ  
ギリスでしか手に入らない。ウ  
イルソンの本はほとんどが日本  
語、アラビア語、ヨーロッパ各  
国語に翻訳され、世界中で広く  
読まれている。

私がコリン・ウィルソンの家を訪  
れたとき、ウィルソンはロシア  
の怪僧ワレゴリー・ラスブーチ  
ンを主人公にした小説を、たっ  
た6週間で書きあげたばかりの  
ところだったが、もうポルター  
ガイストに関する大きな本の仕  
事に取り組んでいた。

ウィルソンはイギリスのテレ  
ビやラジオにちよいちよい顔を  
出しており、現在BBCテレビ  
と、シリーズ物で登場する小説  
「ルルー」の執筆契約を結んで  
いる。また小説を映画化する話

もあり、少なくともSFの「宇  
宙ヴァンパイアー」については、  
すでに交渉が始められている。

「上の世界」と  
「下の世界」

——25年前にあなたをいちやく  
有名作家に仲間入りさせた最初  
の著書「アウトサイダー」は、  
何を主題にしているのですよう  
か。  
ウィルソン 私というアウトサ  
イダーとは、基本的には、ほか  
の人たちには見えない真理を直  
観的につかんでしまう人間を指  
しています。本当のアウトサイ  
ダーとはブレイクとかキルケゴ  
ールのような人たちのことで、  
人生をあまりに深く見てしまっ  
たために、時流とはまったく相





処女作『アウトサイダー』で全世界に衝撃を与えた、英国の独創的な思想家コリン・ウイルソンが本誌のインタビュに応じ、人類が今のみじめな状態から解放されるためにとるべき道を力説する。

今から25年前の1956年、彼は同コリン・ウイルソンは最初の著書『アウトサイダー』によって、マスコミのいうイギリスの、怒りや時代の寵児となった。マスコミは、文学界の話題をさらったこの本の著者が、大学にいったことのないまだ25歳のイギリス青年で、血洗いをしながら暮らしていることを熱っぽく書き立てた。若きウイルソンは、パブやコーヒー・ショップのアルバイトでぎりぎりの生活を支え、夜はハムステッドヒースで寝袋にくるまって過ごしながら、大英博物館の閲覧室でこの本を書きあげたのである。

「アウトサイダー」の成功はウイルソンの生活を一変させた。彼の名前はロンドン中で話題のぼるようになった。しかし、そのとりあげかたは必ずしも好意的なものではなかった。彼は同世代の何人かの作家と一緒に、マスコミのいうイギリスの、怒れる若者たち、の仲間だとレッテルをはられてしまったのだ。しかし、これから紹介するインタビュの中で彼自身が明らかにしているように、「アウトサイダー」は下風に陥った未熟な若者の単なる社会批判などではない。それは現代の生存主義や、実証主義に対する強烈な批判であり、ある意味では、「宗教を真に個人の肉奥にかかわるものに矯正しよう」という試みでもあった。

しかし、こうした誤解はまだいいほうだった。ウイルソンが次に出した本、『宗教と反抗人』に対する批判家の反発はすさまじく、悪意に満ちた個人攻撃が



ときのシチュエーションに似ていることにも気がついた。そこで博士は、アブダクション・ケースやNDEは本當にUFOに誘われられたり死後の世界を経験したのではなく、実は人間の一種の幻覚——とりわけフロイト派の心理学者オットー・ランクが注目した出産外傷(産生時の体験が心のキズとなったもの)によるものではないかと考えるのである。

CSULB UFO 講座テキスト  
 UFO LITERATURE  
 THE HISTORY OF THE UNKNOWN  
**WORK BOOK**  
 ALVIN LAWSON, CSULB

な変化を来していることに気がついた。またその報告内容が、UFOの知識のない小学生に書

いてもらった「夢想の—UFOに備眠術をかけて偽のアブダクション・ケースを体験してもらったもの内容と似ていることに注目。さらにLSDなどの幻覚に現われたものとUFO事件に出現したUFOやその搭乗者たちの姿との間に類似点があることを発見した。

### ◆ローソン博士の経歴

アルビン・ヒューストム・ローソン博士は、1929年10月12日生まれ。1950年卒業、カリフォルニア州立大学で英語学教授の職にあり、ナサス、ボイナ、および軍事学博士でも知られる。1974年から専門の講演活動として、UFO文庫——未知空間の探検——という雑誌を編纂している。これはUFO現象を科学的に研究してみようというもので、コント、博士やフリードマン博士らの文章を収録している。長年の不懈の努力を反映して、24冊目である。1977年以後、週刊で出版されている。

そのウイリアム・C・マッコール博士と共同でUFO現象のメカニズムを探るUFO事件の発見者としての地位をアブダクション・ケースに対する独特の解釈で知られるようになっている。UFO関係の報告としては、大学の教授の報告書「UFOワークブック」(1975年)の巻頭、古物商UFO関係者100名による「ボイナ」と「同僚?」の巻頭、1977年11月号の「サイエンス・アイ」誌の「UFO現象の科学的考察」(博士の論文「異星人のルーツ」が掲載されることになっている。

### ■ランク派の影響

マライド上映後、出席者との質疑応答があった。そのいくつかの概略を紹介しておこう。——UFO搭乗者が胎児の姿に似ているの(胎児)の口は目によるものか、胎児は口の顔を見ることができないのか、という報告)が、人間の誕生の

レポート/志水一夫

# アメリカの大学でUFOを講義している異色教授、アルビン・ローソン博士が先ごろ来日。日本の研究家との会合で、アブダクション・ケースのユニークな解釈を披露した。

去る8月12日、カリフォルニア州立大学教授、アルヴィン・H・ローソン博士が来日。14日には、東京五反田のUFOライブラリーを訪ね、日本のUFO研究家諸氏と歓談のひとときを

過ごした。今回博士は観光旅行として日本へ来たものだが、その間に、各地のUFO研究者と交流を持つよう予定を組んでおり、UFOライブラリー訪問もその一環として行なわれた。博士が本誌編集部の内野記者の案内で夫人および通訳女史と共に、ライブラリー館長の荒井欣一氏始め10人ほどの研究家

が待ちうける会場に到着したのは、午後7時前のこと。間もなく、遅れたメンバーもそろい、7時15分頃、このミニ・レセプションの開幕となった。■独特のUFO論

まずはニュースで乾杯。その後、荒井氏から歓迎のあいさつと「UFOライブラリー」およびその前身である「日本電機産出盤研究会」の簡単な紹介を、英語で行なった。ついでローソン博士の返礼のスピーチがあった。それによると、博士は来日前に、すでに来日した経験のあるハイネック博士やハワイ大学のスイフト教授などに問い合わせたところ、良心的研究家として荒井氏を紹介されたのだそうだ。

次に他の出席者の自己紹介が行なわれたが、南山宏氏は著書を持参。しかも主などころに自ら英訳したメモをはさみ込んであるという丁寧さで、これには博士も大喜びだった。通り口は紹介が終わった後、約1時間半にわたり、博士が持参したスライドの上映が行なわれた。このスライドは博士がこれまで発表してきた論文のエッセンスをまとめたもので、内容はお



▲荒井氏に、持参した資料の説明をするローソン博士。



カリフォルニア州立大学のUFO教授

# アルビン・ローソン博士来日

報告を受けた30件ほどのアブダクション・ケース(人間がUFO

## 興味深い着陸痕の放射能調査と方法

アフリカ海軍士官であり、核兵器操作の訓練も受けたことのあるトーマス・P・デューレイ(U.F.O.研究基金の幹事でもある)は、U.F.O.着陸痕の痕跡と思われる放射能の調査とその適切な方法について講演を行なった。

彼は、U.F.O.が、原子力をその推進力として用いていると考えられる理由がないことを強調した。着陸跡が放射能を帯びる原因は、ほかに多数多くありうる、というのが彼の論点である。たとえ放射能が検出されたとしても、それだけでは、U.F.O.が宇宙からやって来たことの証明にはなりえないとも述べた。

もし、U.F.O.が、その技術方式の副産物として放射能を出すとするれば、それは、いくつかの形態をとっていることが考えられる。ここで彼は、着陸跡から放射されている放射能の形態を判別し、そしてたゞん、問題となっている特殊な種類の放射能の本質を判断するのに役立つと思われる、適当な調査技術のいくつかについて説明を行なった。検知された放射能の性質がわかれば、それか、ガンマ線なのか、X線なの

か、あるいはまた、極超短波であるのかを、どんな物理的環境のもとで、いつ探知されたかによって識別が可能であると述べた。

次に発言したノースカロライナ州オクスフォードのバーナード・ハウガンは、化学者および微生物学者としての訓練を受け、航空学のみならず、化石燃料に代替すべきエネルギーに関する研究にたずさわってきん経験の持ち主である。

彼は、U.F.O.報告を分析した結果、その一部分は、いくつかの視点から見て、空力的物体としてふるまう、航空機に似た装置であるという考えに至った。またあるものは、おそらく



▲演壇にはヒューマノイドの模型などが陳列された。

地球の大気圏内を飛行するように特別に設計されたロケット推進装置を用いているように見受けられると述べた。

さらにハウガンは、次の重要な点を指摘した。すなわち、物体が一見、円くて平らな形をしているかのように見えたが、のちに、より接近したり、異なった角度から観察すると、これとは違った形を呈した事例を引きあいに出し、U.F.O.を、たゞ一つの次元からのみ見ようとすると態度は誤りであると強調した。

ノースカロライナ、そのほかの東海岸諸州でのU.F.O.研究者の草分けであるジョージ・フォーセットは、過去30年間にわたるU.F.O.問題を回顧し、具体的事例の歴史とその写真について意見を述べた。

外科指圧療法家のル・ートフオニ・フォックスは、義理の父親と一緒にオハイオ炭山地帯で働いていた1950年の夏に目撃した土星型U.F.O.についての個人的報告を行なった。

このほか、2人の発言者が、人類と自然との観りから見て、U.F.O.が、将来、どのような形を帯びるものであるか、その視点を説明し検討した。

ウェーク・フォレスト大学で、自己実現講座を担当している、心理学教師のサム・ニューコブソンは、U.F.O.

は、科学が現実性の本質について正確な認識を持っていない証拠であると考えると述べた。

また、形而上学と神の研究を行なっている学生、リビー・コンクチャレラは、同じように、われわれの物理学的モデルが、宇宙を正しく把握していないのではないかと疑問を提起した。

大会当日、大学の講義室に似た会場の講堂の壁の一面には、U.F.O.関係の書籍のブック・カバーやその他の記録文献、講演者たちの写真、経歴などが貼り出されていた。演壇の前に置かれたテーブルの上には、この会場の組織者の1人であるゲイル・ークブライトかつくったヒューマノイドの頭部を含む沖列物が展示されていた。1958年、ブラッブルで発生した農民強制拉致事件の被害者の描写に基づいて製作された頭部と、8センチほどの「像も戻り」されていた。この強制拉致者の像は、今回の会議の発言者の1人、ウエイン・ラポートによってつくられたものだった。

ラポートは、自宅近くを走る磁気断層付近で発生した数多くのU.F.O.目撃報告について紹介をした。彼のU.F.O.に関する論文のいくつかは、アメリカでも広く出版されている。

さらに 問題の遭遇発生時とまったく同時に、説明不能の緑色光点を視認したという15名の目撃者も発見された。また、遭遇20分前に水中から出現した1個の物体の写真が、目下分析中であるという事実も、ノーマンによって明らかにされた。

## 記録文書作成チーム結成は緊急課題

ヘンリー・モートンは、UFOの推進原理についての考察を発表した。彼は、ノースカロライナ州ウェイズボロのエレクトロニクス機器設計製作専門会社であるセレクトロニクス社の社長である。

モートンは、UFOの推進力を、反磁気（地球の周囲および宇宙空間の磁場に反発して飛行機械を推進させる、

磁力とは、反対の（ある種の力）であるという可能性を示唆した。同時に彼は、磁力を推進力として用いることのできるUFOの略図を示し、そして、この方式なら、UFO目撃報告がほえている極超短波や、そのほかの電磁波を照射すると指摘した。彼の仮説的飛行機は、また、よく報告されている輝きや、光のパターン、オゾンの臭いなどのUFO効果を説明できるものであった。

ついで本稿の筆者が、UFOの記録作成<sup>レコーディング</sup>に関して議論を行なった。科学者やそのほかの重要な社会層に対してUFO問題に真剣に取り組むよう、またその本質と意味を探る諸研究を積極的に支持するよう説明するためにも、UFO諸事例に関する秘密を調査に基づき記録文書をまとめ上げる必要性について論じた。

また私は、一般に公表されたアノリカ中央情報局（CIA）のUFO関係文書を分析し、なぜ、この政府機関がファイルのもっとも重要なものについて機密解除をしていないと研詰しているかという私の考えについて説明した。結論として私は、現存のすべてのUFO研究グループから人材を引き抜き、すぐれた記録文書作成チームをつくることを提唱した。このグループに、次

の5つの領域に関するあらゆる情報や記録の収集にあたらせるといのが私の案である。

●物理的痕跡と技術的製作物（物理学的分析をしたもの）

●医学的／生理学的証拠

●機密捕捉事例（レーダー、写真、電磁放射）

●秘匿事例（著名人による報告されていない目撃事例 CIA記録のような歴史的文献）

●強制拉致報告

私は、この議論のなかで、レオナード・ストリングフィールドを精力的に弁護した。彼に対する非難が、現在、オハイオ州の無知な褒切りユーフォロジストたちによって、アメリカだけでなく、海外にもまで流布されている。彼らの脅かす利己的な攻撃は、真剣で客観的に行なわれている多くのUFO



▲講演も行なった筆者のリチャード・ホール。

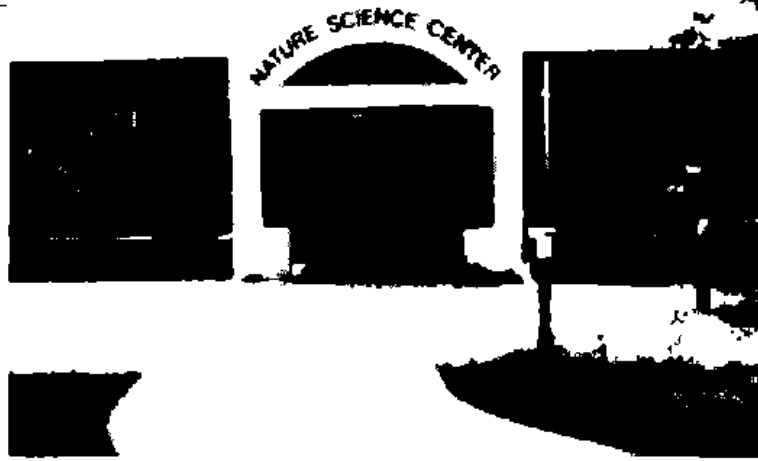
研究に損害を与えている。

私は、ストリングフィールドと結核調査を行なったいくつかの、墜落ノースーヤ、回収事例についての再検討を行なった。とくに、私自身が、目撃者本人に直接会って、個人的に質問をしたある事例については詳しく述べた。この目撃者については、まったく問題点はみあたらなかった。

さらに、私の4人の兄弟のうち1人が関係していたいまひとつの事例では、ほかの直接目撃者をも見つけることができた。彼は、立派な科学者であり、アメリカ政府機関のために、2つ以上のUFO墜落現場の調査にあたったことがあると証明していた。このように、センセーショナルな遠いやうすらも、専門分野でのきちんとした発言のある人々も、見出されているのである。



▲会場に貼られた会議場のポスター。



▲会議の会場となった自然科学センター。

ほか、取材のため各地から集まった多くの報道関係者が出席した。

この集会は、ターヒルのUFO研究グループの援護で開かれたが、討論された論題は広い範囲にわたり、非常に画期的な大会内容となった。とくに、UFOの現実的諸特質に関するコンピュータを用いての多様で豊富な研究成果や、各講演者たちが踏った経験と知識の広さなどは目を見はらせるものがあった。また、アメリカの大手UFO研究団体すべてから代表が参集したと

いうことも特筆しておかなければならないだろう。

## UFO事件の最新情報も報告された

今大会では、最初の講演者として、UFO研究センターの前任研究員アラン・ヘンドリーが予定されていた。しかし、ヘンドリーが病気のため、当日はヘンドリーの講話を収録したテープが、MUFONノースカロライナ州支部長であるヘンリー・モートンによって提出された。

講演の内容は、UFO研究にマイクロ・コンピュータを利用する際のプログラミングに関するものであった。

ヘンドリーは、ノースカロライナおよびその周辺各州の状況を扱う。UFO MAPというコンピュータプログラムを組立てていた。それは、空軍、軍事基地、工学技術ステーションなどの戦略的施設の位置が1つの地図上に示され、目撃の発生した場所のことも近くに住居するUFO研究者の確認と、その資格を同時に示すことができるというものであった。

ヘンドリーはこのほかに、UFO目撃発生地帯のカタログや、確認飛行物体(UFO)の指標などのプログラム

もあわせて提示した。

ジョージア州アトランタ近郊のノークロスからこの大会に参加した物理学者のウィリアム・スミス博士は、1980年6月14日に、アルゼンチンとブラジルの上空で発生した異常空中現象に関する分析を、写真と図を用いて説明した。1個の大きな白色のフープ型(中心が空になっていているもの)の物体が、アルゼンチンとブラジルの両国にまたがるコースをとって、連続的に移動し、数百名の人々によって目撃された事件である。

初めは、同じ6月中旬に予定されていたアメリカのプロジェクト・ファイアフライ(ほたる)と呼ばれる、NASAの実験が、この異常現象の正体ではないかと思われていた。しかし、スミス博士が確認したところによれば、プロジェクト・ファイアフライの実験は中止されており、このほかには高層の説明がなされると考えられる。目撃者の記録もなかった。

ラテン系出身であるスミス博士は、UFO研究センターの顧問として、スペイン語の資料の翻訳の任にもあたっており、今回の講演では、問題の6月14日の事件に関するオリジナルスケッチ、写真、スペイン語系の目撃者の証言などを披露した。

次にオーストラリアのバス海峡上で起こったパイロット行方不明事件に関する最新情報があり、オーストラリアのビクトリアからやって来たポール・ノーマンによって提出された。パイロットのフレデリック・パレンティッチが、「搭乗機のおくそばに1個のUFOがぶつかって、あちらこちら飛びまわっている」という無線電話による報告を送信したのち、飛行機もろとも跡かたもなく消滅してしまったという事件のことである。

ノーマンの報告によれば、オーストラリア政府は、問題のパイロットと管制塔との交信を記録したテープ全体の公開を、ごく一部分については認めただけで、その他はかたくなに拒否していた。

パイロットの父が聞いた部分のテープと称するものだったが、このコピーテープを聞いたパイロットの父親は、「テープが作りかえられている」と証言しているという。また、調査にあたった人々は、問題のパイロットが正確なコースを飛んでいたことを立証する。いく人かの目撃者たちをも見つけ出していた。(それまでは、パイロットが飛行コースを誤って、あわてたものと推測されていた)

# UFO問題の本質を多 元的に討議

MUFON・UFOジャーナル編集長

リチャード・ホール

## 現地レポート／MUFONノースカロライナ会議



▲(上)司会者レイ・レイン。(下)左から、アメリカ海軍士官トーマス・デューレイ、MUFONのゲイル・マクブライド、エレクトロニクスの専門家ヘンリー・モートン。

今、全米で一番活動的なUFO研究団体MUFON。その主催による6月下旬のノースカロライナ会議は、予想にたがわず充実した内容となった。自らも講演を行なったリチャード・ホールからの現地レポート。

MUFON(相互UFOネットワーク)の第5回ノースカロライナ年次大会が、6月20日から21日にかけて、ノースカロライナ州ウインストンのセーラムにある白鷲センターで開催された。大会には約100名の参加者の



▲ロズウェル事件を調査したムーア(左)と、協力者のフリードマン。

## 南アフリカで起きたドラマチックな事件

して資金を提供することもある。在するからといって、無限の資金があるわけではない。マカビ博士はこう語り、一般大衆に同基金への寄付を訴えかけた。

UFO情報が埋もれてしまうもうひとつの原因については、アフリカのジンバブエ代表、ンシニア・ハインド女史が講演した。ヨーロッパやアジアの諸国とちがい、こうした国の人々はUFO現象に詳しくない。しかも、教育水準の問題もあり、UFO調査に資金でできるだけの資格を持つ人々をなかなか見つけにくいのである。

その物体の西方280メートルほどのところに、紺色の服を着た2人の人影を認めた。彼らは丘の中腹に向かい、スートケースらしきものを携えた3番目の人物と合流した。彼らの歩き方はなんとも奇妙で、ひざから下しか動かさず、しかもそれをヒレのように動かしていたという。

この目撃事件は、事件から10日後に、欧米やアジアの研究者がうらやむような、ドラマチックな事件を発掘している。

たたとえば、1978年10月2日、南アフリカのデスパッチで4人のティーンエイジャーが目撃した事件は、物理的痕跡をともしなうUFO着陸とみられるものである。

その日の放課後、4人は母親の迎えを待っていた。アパ少年のうちの1人が、谷の向こうの丘の中腹に横たっているヤブの中から紺色の物音が突き出てい

るのを発見した。別の少年も、その物体の西方280メートルほどのところから、紺色の服を着た2人の人影を認めた。彼らは丘の中腹に向かい、スートケー

スらの歩き方はなんとも奇妙で、ひざから下しか動かさず、しかもそれをヒレのように動かしていたという。

今回のシンポジウムでは、最後に、以前から絶えず討論の的となっていたロズウェル事件の真相を取り上げられた。これは、米政府が墜落した円盤をひそかに回収し、その乗員の死体も冷凍保存しているという噂に関するものである。

この種の噂は以前からささやかれていたが、一般の人々があらためて関心を持つようになったのは、チャールズ・パーリッツとウィリアム・ムーアの共著『ニューメキシコに墜ちた宇宙船』が出版されたためである。

今回のシンポジウムの締めくくりとして、著者の1人、ウィリアム・ムーアと、事件調査の形の協力者で、本誌でもおなじみのスタントン・フリードマンが壇上に立ち、「ロズウェル事件、宇宙版ウォーターゲート事件の始まり」と題する講演を行った。

中村省三訳

て、UFO研究のための資金不足も、一般大衆の目からUFOの証拠を隠す重要な要因になっている。

米海軍に勤務する物理学者で、UFO研究基金の会長でもあるブルース・マカビー博士の話は、この資金問題の重要性をシンポジウムの聴衆に得心させた。

UFO研究基金は理事会から構成されており、毎年提出されるUFOに関する研究計画を査し、基準に合格したものに資金を提供している。場合によっては、過去のすぐれた業績に対

「ニューメキシコに墜ちた宇宙船」が出版されたためである。また、25日の夜の、イルライスカッションも大成功だった。



# MUFON 12TH ANNUAL SYMPOSIUM

## 法廷でも充分に通用するUFO実在の証拠

は自分の体験を聴衆に向かって簡単に説明した後、会場からの質問に答えた。質問のほとんどは、彼女が自分の体験にキリス

多くあり、UFO研究者のレイモンド・ファウラーは「目撃

ニューヨークの弁護士ビクター・ガースティンは、真剣さとユーモアを織り混ぜた独特の語り口で、聴衆の心を完全に魅了した。

「これは4年間に、CIAを始めとして、米国防務省、陸軍省、FBI、NSA（国防情報局）、DIA（国防

法は顧問だが、1977年にG S W（クラウンド・ソーサー ウォッチ）という研究団体とCIAを相手どって起こした訴訟で活躍し、たちまち有名になった。この訴訟の結果、CIAの

「私は刑事弁護士です。証拠とはどんなものか、十分に承知し



▲米政府のUFO隠蔽政策を暴露したガースティン弁護士。  
▲アフリカのUFO情報を発表するシンシア・ハインド女史。

を法廷に提出したら、UFOが実在し、そのうちのあるものは未知の空中物体だということを示してあまりあるでしょう。

私は、自分のUFO事件の証拠として、この政府文書をフルに活用するつもりです」

ガースティンは、スライドを映し出しながら、数多くの具体的なUFO目撃事例を示した。そのうちのいくつかを紹介しよう。

(A) 1973年9月8日付け、同州の「重大事件報告」によると、アラバマ州のハンターにある陸軍の飛行場で、2人の士官がUFOを目撃。怪物は「絶え間なく高度を変えながら、急降下して飛行した。直径10〜20メートルの楕円形をした物体で、青白、コハク色のまぶしい光を放っていたという。

(B) 1976年1月21日付け、米国防衛司令センターの覚え書き。ニューメキシコ州キャノン空軍基地の一区画で、2人の保安将校がUFOを目撃したという報告で、「直径23メートル程度、金色もしくは銀色をしており、中央部に穴があいていて、上部に白いライト、底部に赤いライ

トをともしていた」。

ガースティンは、聴衆に向かってこう問いかけた。

「直径が23メートルもある空飛ぶドーナツですよ。こんなものが、現代の科学技術で可能だと思いますか」

さらにまた、彼は、米政府が国防上の見地からもUFOに関心を持っていると断言して、いくつかの証拠を披露した。政府関係者が、もし自分たちの保管している文書に目を通したのなら、UFOが地球の科学技術を上回る存在で、アメリカの国防に對する潜在的脅威となる存在だ、と考えるのが当然だということである。

「はつきりしているのは、米政府がいまだにUFO情報を一般大衆の目から隠しているということです。私はこの秘密政策に反対します。国民には知る権利があるのです」

これまで、UFOの証拠をさまざまな形で隠されているという事実をみてきた。政府の秘密政策、科学者の無関心、そして体験者の記憶を奪うUFO現象自体の特質である。これに加え

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た全米UFOシンポジウムは、その具体的な成果である。

UFO研究基金の秘書をつとめているトーマス・デューリイは、

「異星人に誘拐された体験も、スライドを使って講演したアンドレアソン夫人。」

が一番だ。資金が潤沢という点では、私たちの団体だろう。でも、こと調査者にかけては、MUFONが最大の数を擁しているわ」

さて、インデペンデンツ2日目は400人も超下野衆が会場に詰めかけ、期前に高ちた面打ちで講演者を待ちかまえていた。トンプバッターは、誘拐体験者のヘイ・アンドレアソン夫人である。スライドを用いた講演のため、会場は前日のクレスキ・オートリウムから、M-I-T本館内のやや小さな講堂に変更された。

アンドレアソン夫人の体験については、本誌1979年7月号に掲載したインタビューや、レイモンド・ファウラーの著書『外宇宙からの帰還』で、日本の読者にもよく知られていることと思う。念のため、いちおう事件のあらましを紹介しておくことにしよう。

マサチューセッツ州の田舎町に住むヘイ・アンドレアソン夫人は、今から14年前、信じられないような体験をした。その晩、彼女が台所で片づけものを

していると、突然電灯がまたたきはじめ、パツと消えてしまったのである。そして、窓から奇妙なピンクの光がさしこみ、脈動して部屋中に溢れた。と思う間もなく、変な小人が5人、ポーチのドアを透過して室内に入ってきた。

クアズガと名乗るリーダーはテレパシーでヘイ夫人に話しかけ、地球人類の救済のために彼女の協力が必要だから、一緒に来てほしいと頼んだ。

信心深いヘイ夫人は彼らを天使だと思い、家の外に着陸していたUFOに乗り込んだ。彼女が身体検査をされた後、不思議なトンネルや通路を通じて、奇怪な目玉猿がいる赤の世界、魚のような鳥がいる緑の世界へ連れていかれた。

ヘイ夫人は、緑の世界で都市のようなものを目撃する。そして、巨大な鳥が自ら燃え尽きるのを見守っていると、どこからともなく不思議な声が語りかけてきた。彼女は神の声を聞いたと思っただけにむせぶ。

やがて、彼女はまた移動通路を辿ってUFOに戻り、自宅に

戻ると、



▶アンドレアソン夫人の現在の夫(左)と事件を調査したR・ファウラー。

この事件から10年近くたってヘイ夫人はやつとUFO研究行の職によって下世話な体験を語ることになる。

壇上に立ったヘイ夫人は、魅力的な中年女性だった。彼女



写真上・UFO着陸儀の研究で有名なテント・フィリップス。写真下右・UFOによる誘拐の体験者を5つのタイプに分類したバッド・ホプキンス。彼は不可視の誘拐体験を強調した。写真下左・ホプキンスの研究に協力したクラマー女史。

月号既報)が、この第4のタイプに該当する。

5番目のタイプは、まさに不可視の誘拐体験で、体験者はほんやりした、つかの間の印象を持つだけである。UFOが関係しているという証拠は、まったく無いに等しい。

ホプキンスは「失われた時間」の中で、この第5のタイプの事例を扱っている。体験者は不快な夢を見たり、なんとも説明のつかないケガをしていたり、特定の場所にいじめ恐怖を感じたりするという。だが、ほとんどの場合は、自分の身に何かが起きたという漠然とした感情を抱くだけである。

「これまで、誘拐体験というのはUFO現象の中で最も奇怪なもので、まれにしか起こらないと考えられていました。しかしどうもそうではなさそうです。もしかすると、UFO目撃と同じくらい多数の誘拐事件が発生しているのかもしれない。こう想像するに努力すべきでしょう」

このホプキンスとクラマーの講演で、シンポジウム1日目の予定はすべて終了した。

## 外宇宙から帰還したアンドレアソン夫人

翌日は、早朝からMUFONの年次総会が開催された。この

5つのタイプに分類している。第1のタイプは、ホプキンス

にいわせると、氷山の一角にすぎないという。これは、誘拐体験者が事件の一部始終を思い出せるものである。たとえば、ブラジルのピラス・ボアス事件、ミシシッピ州のバスカゲーラ事件、アリゾナ州のトラビス・ウォルトン事件などが、このタイプに該当する。

この場合、誘拐体験者が意識を失った期間がすこしくらいあってもよい。要はUFO内に居たまま、UFO乗員に身体検査などをされたと、逆行催眠を

受けなくても思い出せるという。2番目のタイプは、ヒル夫妻

事件を山梨とするもので、UFOとは覚えていないが、それ以後の出来事は思い出せない。逆行催眠を受けて初めて、自分が誘拐体験者だとわかるのである。

3番目のタイプは、超常現象の一種「寝室への訪問者」体験とよく似ている。これは、眠っているとき奇妙な人物や生物が忍び込んでくるというもので、まるで夢や幻覚を体験しているように感じるものである。アンド

レアソン夫人の体験が、このタイプの好例だろう。

これが第4のタイプとなると誘拐体験者は知らぬ間に時間が経過していたとか、思いがけない場所にいたということになるだけで、UFOすら目撃していない。逆行催眠を受けない限り、UFOによって誘拐されたとはいえない。ニューティ・ケン

がってこない。ニューティ・ケンドル事件(本誌1979年9月号)も、早朝からMUFONの年次総会が開催された。この

研究グループが世界的な団体にまで発展したのは、ウォルトン

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からの信号をキャッチするため、100億ドルの税金を使って電波遠視群を建設せよと提案する者が、UFO研究についてまったく無知だというのは無責任としかいようかありません。私たちには、地球の大気圏内で繰り返られているFTI

のものと思われる活動についてはどうするのか、と彼らに問う権利があります。その予算のうち1億ドルをUFO研究にあてて、何が悪いのでしょうか」

こうしたUFO現象の純粋に人間的な側面を考察している、UFOの宗教的側面がパリー・ダウニング師によって取り上げられた。

多くの科学者は、UFOは科学というより宗教の問題だと見なしている。しかし、ダウニング師は、宗教と科学が相対立するものではないという。宗教における信仰と、科学における理論は、きわめて似通っている。いずれも、真実や客観的知識というよりも、直観や感情に基づくもので、存在自体の謎を解明しようとする試みである。

ダウニング師によると、UFO

は神の不可知の計画の一部ということになる。

「理論、推測、信仰、どう呼ばれてもかまいませんが、私としてはUFOは天使を乗せてやって来ているのだと考えています。

UFOが神の戦車かどうかは不明だが、ひとつ確かなことがある。着陸した場合に、物理的痕跡を残すのである。このいわゆる着陸痕の研究では、テッド・フィリップスが第一人者として知られている。

フィリップスは、彼がこれまでに収集した2000件以上の

## 犠牲者の精神の奥底に埋もれている記憶

別の世界の神聖なる存在は、これまで人類の向うに援助の手をさし伸べてきました。そして現在も、羊の群れを見守る牧者のように、私たちを見守っています。私たちが確信する信念を持ち、さらなうと語った。

UFO着陸部品の統計的分析から話を始めた。それによると、1940年代には100件足らずだったものが、その後着実に増加しつづけているという。50年代には400件、60年代には600件以上、そして70年代には1000件近い着陸痕ケースが報告されているのである。

直直と逐げて地球を離れ新たな根拠地を目指せるように」

無げ跡や草の押し出された痕跡などが残っている。UFOの着陸にともない、ヒューマノイド型の生物もしばしば目撃されている。そのほとんどは小人タイプである。

これを個別に見ると、アメリカがトップで、1000件近い報告がある。フランス、オーストラリア、カナダ、スペインがそれに続き、1001200件程度。そのほか、アルゼンチン、イタリア、ブラジル、イギリス、ニュージーランドからも着陸事件の報告が集まっている。

「これまでに入手した情報から、結論として、報告されたUFOはかなりの重量がある物体で、既知のものとはまったく異なる航空機だといえると思います。それは知性を持つ存在によってコントロールされている未知の航空機で、どこから来るのか、どんな目的を持っているのかは不明です」



▲UFO現象の人間の要因を分析したウェストラム博士。

アメリカの場合、UFO目撃の目撃が一番多いのはカリフォルニアで、オハイオ、ミズーリ、ペンシルバニア、アイオワ、ニューヨークの順である。

「これは対して、UFOが人間の精神に及ぼす影響は、はるかにこみいっている、コタクトテイ

UFO着陸事件は、月別に見ると10月が、時間帯では午後9時頃が最も頻りに目撃されている。2人以上の目撃者がいて、目撃継続時間が1〜5分間というのが普通。UFOの形状では円盤型が半分近くを占めている。着陸現場には、着陸痕のほか

「この問題について、失われた時間」の著者パット・ホプキンスが講演を行なった。彼は、いわゆる第4種接近遭遇の体験者を、



▲基調演説で熱弁をふるうアレクサンダー・ハイネック博士。

して、科学的尊敬を勝ちとらなければならぬのだ。

# UFO現象の人間的要因と宗教的側面

ハイネック博士のあとを受け継いだのは、イースタン・ミシガン大学の付随教授、ロナルド・ウエストラム博士である。博士はUFOにのみならず、関心を抱いており、MUFONを始めいくつかのUFO研究団体の顧問をしている。

ウエストラム博士の演題は、「UFO目撃の人間的要因」というものだった。

「UFO目撃の証拠とされるものもいろいろあった。」

ハイネック博士の演説は、シネポジウムの会場につめかけた。

聴衆から好感と拍手をもって迎えられる。

「あの悪名高い『コンドン報告』の調査でも、目撃者のうちわざわざ報告したのは8人に1人の割合だった。ウエストラム自身が科学者や技術者を対象に行なった調査でも、自分の体験を家族以外の者に話した者はわずか22パーセントだったという。」

の大部分が人間の証言ですから、人間の要因はUFO問題の評価すること以下可成りである。だが、ここでいう人間の要因は、UFO目撃の報告者についてだけでなく、報道機関や科学界など、目撃者とも一般に広める立場にある人々の心理学的、社会的分析も必要である。

ウエストラム博士は、まずUFO目撃者（より正確にいえばUFO目撃の報告者）の分析から始めた。それによると、年齢が若いほど、UFOを目撃したと公表する割合が高いという。これは、ギャラップ世論調査の結果にもはっきり表れている。科学者や技術者などの専門家を対象とした調査でも同じことがいえる。

したがって、新聞に500件のUFO目撃事例が掲載されたとしても、そのうち実際に目撃した事例は、ほぼ3パーセントにすぎないことになる。それでも、もし接近遭遇の目撃者が、その事実を語っており、気かたでもないとしたら、私たちは基本的にジレンマに陥ることになる。

「つまり、心理学的にはまだ知識見や知識なのか、それとも人間の知性をはるかに超えた、異星人の技術工学のたまものなのか。この二者択一を迫られるわけです。」

UFO研究者たちは、一般に接近遭遇事例を熱心に調査する傾向がある。近くから目撃するほど、ま、夜間より昼間目撃するほど詳しく観察できるから、これは当然のことだろう。しか

「つまずき、心理学的にはまだ知識見や知識なのか、それとも人間の知性をはるかに超えた、異星人の技術工学のたまものなのか。この二者択一を迫られるわけです。」

次にウエストラムは、UFO目撃者のうち、自分の体験を警察やマスコミに届け出る者がどれくらいいるかという問題を取り上げた。

「最後に、ウエストラム博士は科学界のUFOに対する見解が一般大衆に大きく影響を及ぼしているが、ここでも人間の要因が働いていると語った。」

「UFO目撃の証拠とされるものもいろいろあった。」

「つまずき、心理学的にはまだ知識見や知識なのか、それとも人間の知性をはるかに超えた、異星人の技術工学のたまものなのか。この二者択一を迫られるわけです。」

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▶ペリー・ダウニング氏。

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▲MITのクレスキ・オーデトリウムには400人を越す聴衆が集まり、講演に耳を傾けた。

本誌アメリカ通信員

## デニス・ステューシー

である。

ハイネットワーク博士の名は、科学界でもUFO界でもよく知られている。天文学者で、ノースウエスタン大学の名誉教授である博士は、科学的UFO研究の父でもある。

その博士が、今回の全米UFOシンポジウムの基調演説を行った。題して「嘘言としてのユーフォロロジー」ひとつの演説。

ハイネットワーク博士は、過去33年間にわたる博士自身のUFO研究をふり返り、その間の研究団体の消長を回顧した。

人に、科学界のUFOに対する好意的な態度に言及した。博士によれば、それにはもつともな理由があるという。科学者の入手できるUFOの情報源がいかがわし、ものはかりであるうえ、UFOの地外仮説がオトン・ドックフな科学的アプローチにそぐわないのである。

それでは、いったいどうすればよいか。それは個人個人が閉

結することだ。

「UFO問題をプロフェッショナルな方法で提起できるかどうかは、私たちの団結にかかっています。これは、科学者の関心をひくただけでなく、私たちの自尊心にもかかわる問題です。」

ユーフォロロジーを騙しにらなにかぎり、これからの30年間も私たちは漫然と事件のデータを集めるだけで終わってしまうでしょう」

博士はこう語り、次のように締めくくった。

「したがって私はユーフォロジストのみなさんに、団結を呼びかけたいと思います。個人が抱負的なきずなで結び、職業的な基準と、調査員、研究者、作家としての前例とを確立するために。」

過去30年間を振り返ればわかるように、個人にしろ団体にしろ、援助の手を伸ばしてくれないものはいない。自分自身で努力

今年で12回目を迎えた「全米UFOシンポジウム」が、7月末、ボストンで開催された。これは本誌通信員デニス・ステューシーから至急便で届いた、シンポジウムのホットな現地レポートである。

今や名実ともに世界最大の規模を誇る「全米UFOシンポジウム」も今年で12回目。今回は初めて東海岸に舞台を移し、7月25、26日の2日間、ボストンのマサチューセッツ工科大学のキャンパスで開催された。今回のシンポジウムのテーマは「UFOの隠された証拠」というもので、UFO（不明飛行物体）の存在を証明するきわめて具体的な証拠でありながら

■速報 第12回全米UFOシンポジウム

# UFOの隠された証拠



写真上・MUFONの会長、ウォルト・アントラス氏(右) 写真中・会場の入口に展示されていたUFO写真パネル。写真下・UFOを受け入れたマサチューセッツ工科大学。

これまで見過ごされがちだったものを重点的に取り上げている。たとえば、UFOの目撃にもなう物理的な痕跡、試体験者から催眠術によってひき出した情報、CIAやDIA（国防情報局）に公開させたUFO機密情報などである。このシンポジウムを主催するMUFON（相互UFOネットワーク）のウォルト・アントラス会長が、まず最初に壇上に立ち、開会の挨拶を行った。1960年代の半ばに、トウチはUFO現象の大きかりな調査を行なうべきかどうか、いくつかの大学に検討を依頼しました。その時、まず最初に木を中が話を持ち込んだのは、MUFON（マサチューセッツ工科大学）のオロジエはきわめて困難な道を歩んでいますか、中止している。それは確かです。アントラス会長は、さらに言葉をついで、UFOの科学的研究が、しぶしぶながらも敬意を払われるようになってきたと指摘した。その好例が、MUFONの発行している学術誌「テクノロジ・レビュー」にハイネットワーク上の論文が掲載されたこと

# UFOと宇宙

1981 10 No.75

コーディネーション……………久保信一  
レイアウト……………荒木洋子  
僑本小百合

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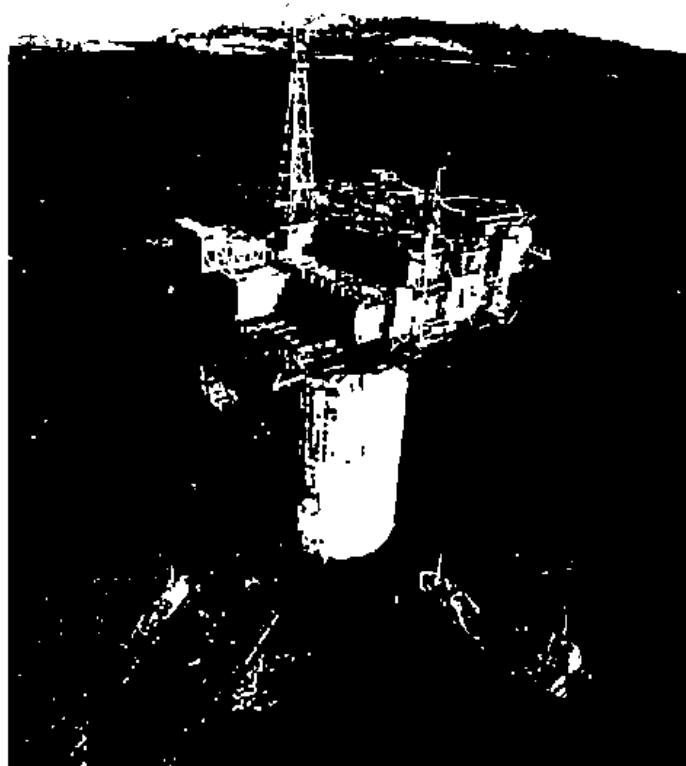
コスモ81/隔月刊  
科学雑誌新世代

# Cosmo 81



今、きわまるサイエンス

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# マイコンを

# 征服しよう

MICRO COMPUTER

# マイコン

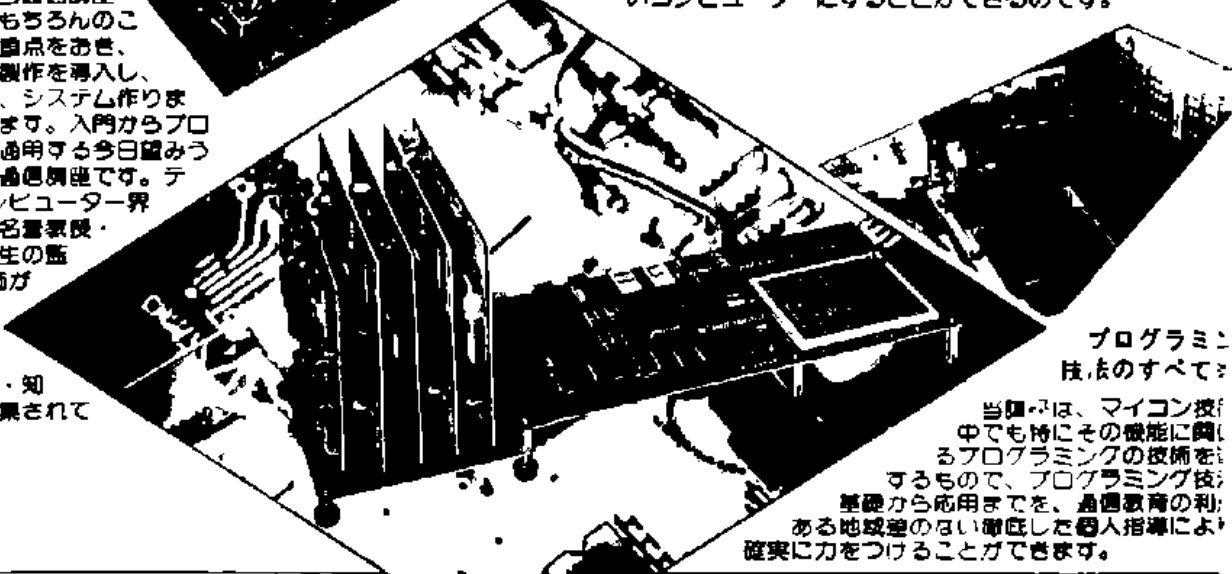
自作と活用

マイコン

# プログラミング

作りながら覚えるマイコン6か月コース!!

既にアメリカでブームとなっている(マイコン)が、最近、日本にも上陸し、発売と同時に爆発的勢いで広がっています。この(マイコン)は、超小型ながら、大型コンピュータの基本機能をすべてそなえ、その本格的な高性能と簡単な操作が大きな魅力となり、爆発的な人気となったといえるでしょう。未来技術を先取りし、基礎知識と実践力を養成する当通信講座は、理論的な知識はもちろんのこと、製作の実際にも重点をおき、マイコン・キットの製作を導入し、各種応用製品の開発、システム作りまで体系的に習得できます。入門からプロフェッショナルまで適用する全日留みる最高の内容をもつ通信講座です。テキストは、我国のコンピューター界第一人者、東京大学名誉教授・工学博士・遠辺茂先生の監修のもとに、一流講師がカリキュラムを作成し、初心者も分かりやすく詳しい解説で体系的により高度な技術・知識が得られるよう編纂されています。



私たちの暮らしに役立つマイコンを自由自在に使いこなすために!!

通信講座

プログラムとは……?

プログラムとは、一言でいうならば、コンピューターが作動するための手順といえるでしょう。つまり、プログラムされていないコンピューターは、何の働きもしないということです。例えば、コンピューターに計算をさせるためには、 $C = A + B$ という計算方法を伝える必要があります。従って誤った手順を教えれば、決して正し答えなどあり得ない訳です。プログラムを作成する——つまりプログラミング技術を習得すれば、コンピューターを自分の使いのコンピューターにすることができるようになります。

プログラミングの技術のすべて

当講座は、マイコン技術の中でも特にその機能に優れたプログラミングの技術を習得するもので、プログラミング技術から応用までを、基礎教育の利ある地域産のない徹底した個人指導により確実に力をつけることができます。

## マイコン・キット MP-80

より高度に  
マイコンの飛躍

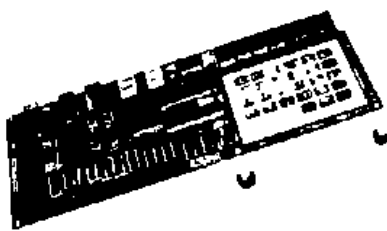


- テキスト全7冊
- インターフェース解説書3冊
- 応用プログラム解説書1冊
- マイコン・キットMP-80・1組
- 添削課題/質問用紙 他

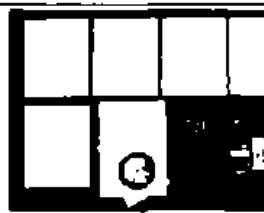
### MP-80の仕様

CPU: 8080A/クロック周波数: 2.048MHz/ROM: 基本256バイト(モニタープログラム)、512バイトまで拡張可能/ RAM: 基本256バイト(1Kバイトまで拡張可能) / キーボード(24キー) / 出力 LEDディスプレイ16文字表示 5桁(アドレス) / アーケド2桁 / 動作温度: 0~50℃ / 寸法: プリント幅230X180mm / 電源: 外部電源(オプション)+5V ±0.1% 1.5A / +12V ±5% 300mA / -5V ±5% 50mA

## MITEC-85A



▲写真は、メモリー (ROM・RAM) をフル装着したものです。



- Aコース=テキスト全5巻 / MITEC-85A 10万回解説学習ガイドブック / 添削課題 / 質問用紙 他
- Bコース(既1.74万円) + 4万円でテキスト全5巻 / 学習ガイドブック / 添削課題 / 質問用紙 他

### MITEC-85A基本仕様

CPU: 8085A CLOCK: 2MHz / ROM: 基本512バイト(モニタープログラム) (5K 11.7T拡張可能) / RAM: 基本256バイト(12.25K 11.7Tまで拡張可能) / キーボード: 16キー(16キー) / 表示: 7セグメントLED表示(アドレス4桁、データ2桁) / 寸法: プリント幅310X185mm (コラム7) / 電源: 5V単一電源で動作(5V ±0.1% 1.5A)

## マイコン・プログラミング

- Aコース 月づき6,900円×12回払い。
- Bコース 月づき3,300円×8回払い。
- A・Bコース共、分割払いです。
- 学費は、後払いです。



総監修 渡辺 茂

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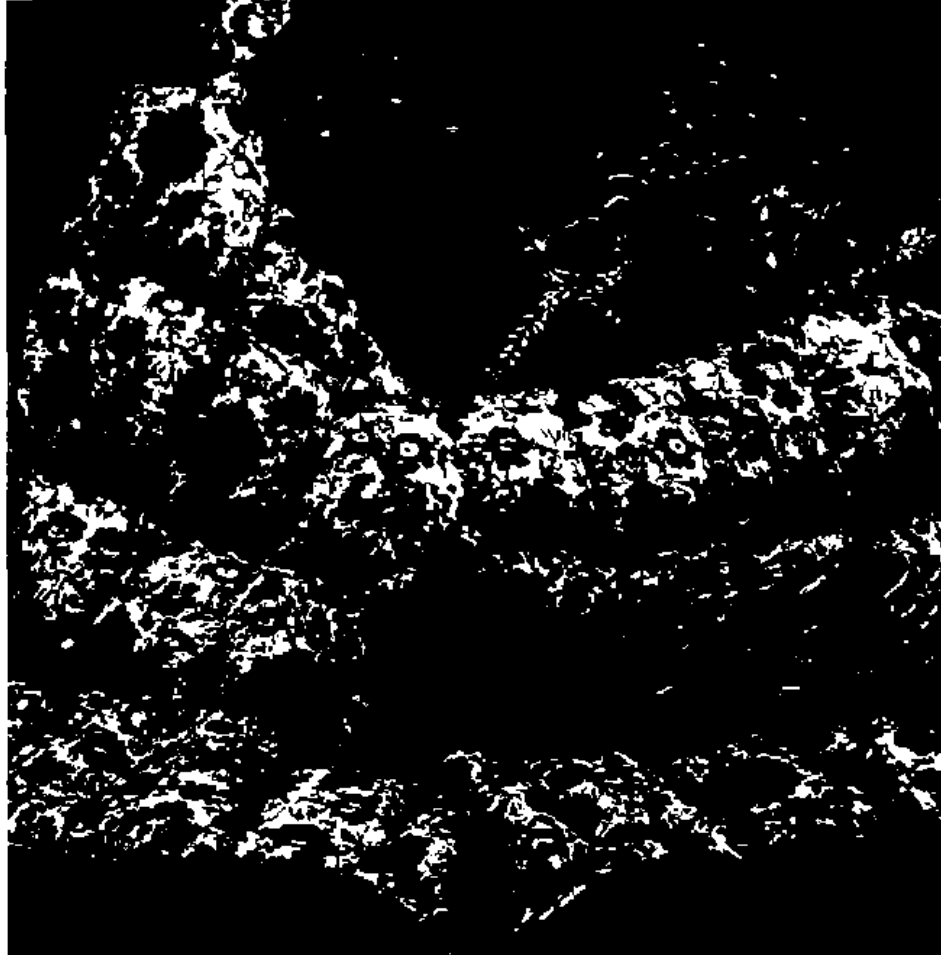
ハガキに「マイコン通信講座」か「マイコンプログラミング通信講座」入会とマイコンプログラミングは、AコースかBコース、あなたの住所、氏名、年齢、電話番号をご記入、ご捺印の上、左記の要領でお申し込みください。なお、18歳未満の方は、保護者の署名、捺印が必要です。

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# 受講生募集!!



# 羽毛にやさしく包まれて 1年中快適な眠りをどうぞ



毎日健康な生活を送るためには、何より安らかな眠りが大切です。「ナチュラルフェザー」は高品質の水鳥100%を使って、羽毛ならではの魅力をフルに生かした高級羽毛ふとんです。水鳥羽毛はスプーン状にカーブして、ふとんの中に無数の空気室を作り、寒い時には暖められた空気を包み、暑くなると空気を逃がすという自然のエアコンの働きをします。また湿気を追放する通気性も抜群ですから、夏は爽やかで冬は暖かく、1年中快適な眠りをお約束します。しかも、95%以上の復元力をもつ弾力性と、圧迫感のない軽やかさで、すばらしい寝ごころが味わえます。この羽毛の耐久性は半永久的(80年以上)ですから、一生使えて結局経済的です。そのうえ、ほこりが出ず虫もつかず衛生的で、お手入れは時どき日かげ干しにするだけ。省エネ時代にうってつけの理想的な寝具です。

羽毛20年間完全保証

## エリ→ゼ

- 生地 西独綿サテンプリント・綿100%  
(ダウンブルー加工)
- 配色 レッド、ブルー
- サイズ シングル(155×210cm)、ダブル(200×210cm)
- 羽毛 水鳥100%(シングル1.6kg、ダブル2.2kg)
- 価格 シングル180,000円、ダブル232,000円
- 税・とん価格 シングル68,000円、ダブル95,000円  
5年間完全保証

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羽毛20年間完全保証

## 友里

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- 配色 ピンク、イエロー
- サイズ シングル(155×210cm)、ダブル(200×210cm)
- 羽毛 水鳥100%(シングル1.6kg、ダブル2.2kg)
- 価格 シングル100,000円、ダブル151,000円



羽毛20年間完全保証

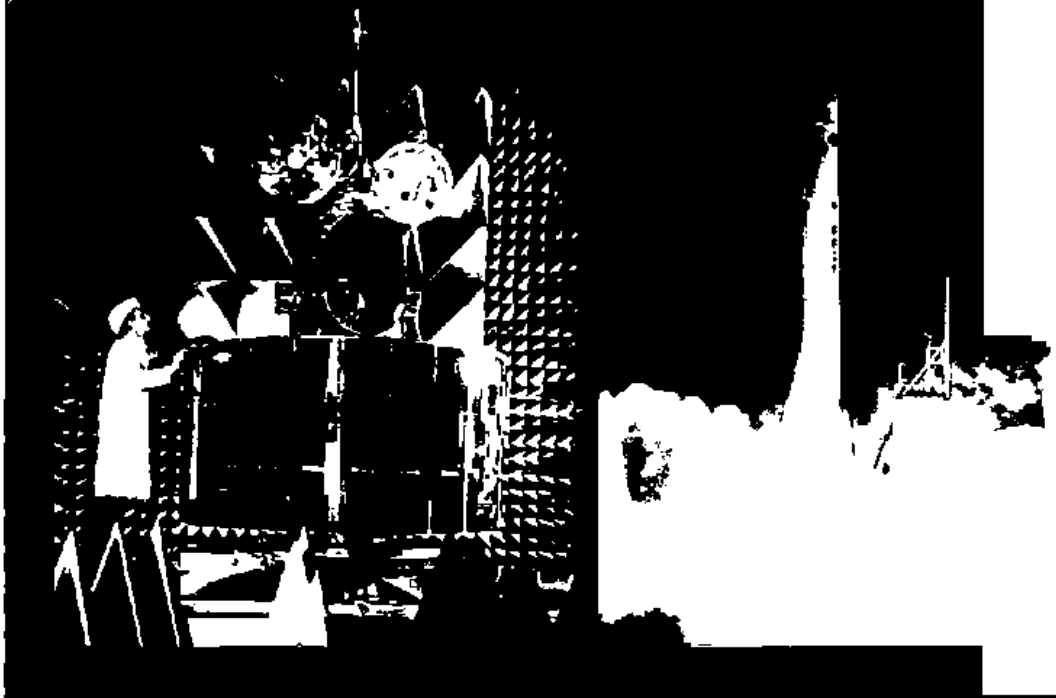
## ナチュラルカラー

- 生地 ポリエステル100%(ダウンブルー加工)
- 配色 レッド、ゴールド
- サイズ シングル(155×210cm)、ダブル(200×210cm)
- 羽毛 水鳥100%(シングル1.2kg、ダブル1.7kg)
- 価格 シングル58,000円、ダブル81,000円

# ■日本も宇宙実用化時代へ

写真：宇宙開発事業団

▼「ひまわり2号」は衛星の200キロメートルから送信機を点検する。▼7月11日の「ひまわり2号」は打ちあげられ



宇宙開発事業団は、7月11日未明、静止気球衛星「ひまわり2号」をNII型ロケット2号機で打ち上げた。12日午後7時45分、衛星に搭載されているアポジモーターの点検に成功。最大の難関とされていた静止軌道への移行も無事を終了した。日本初の、目前、宇宙衛星の誕生がほぼ確実となった。

この「ひまわり2号」は、現在、テレビの天気予報でおなじみの「ひまわり」が夏の夏で寿命切れになるため、その後継機として選ばれる。「ひまわり」と呼ばれ、日本付近の電波の送信や、船舶などから送られてくる気象データの送信、大気中の観測を行う。順調にゆけば、12月20日ごろから目標を送信してくるはずである。

「ひまわり」が米国の手を借りて打ち上げたのに対し、2号は曲がりなりにも宇宙開発事業団の力で打ち上げたもの。宇宙開発事業団は、過去2度、アポジモーターの下調べ実験用静止衛星の打ち上げに失敗しており、今回ようやく習得を平たしたわけだ。

今後、アポジモーターなど、アポウラの輸入品に頼っているのを国産化する必要はあるが、この「ひまわり2号」の成功によって、わが国が自力で静止衛星の実用化を推進していくための、大きな足がかりが抑ったことになる。



▼第12回全米UFOシンポジウムの会場となった、MITのクレスギ・オーデトリウム。



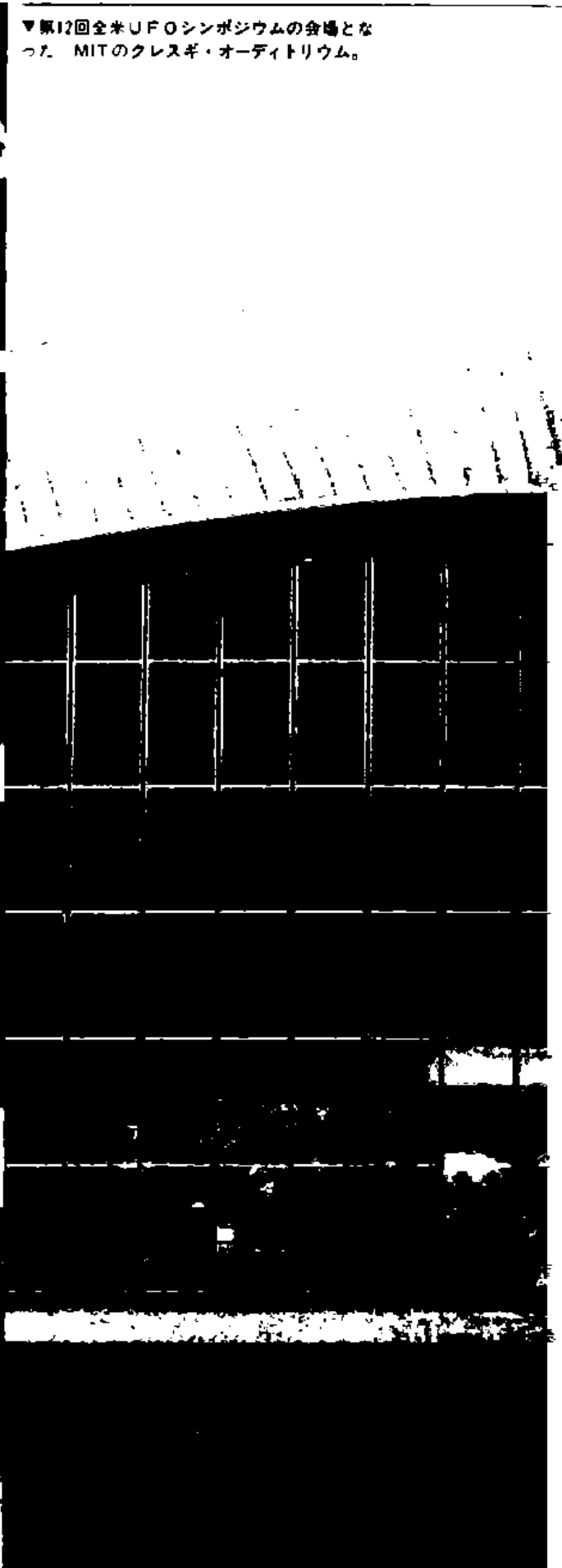
▲7月25日に行なわれたパネルディスカッションの風景。



▲レセプション会場でのハイネック博士



▲UFO書籍も語るアンドレアソン夫人（右）と異星人の模型

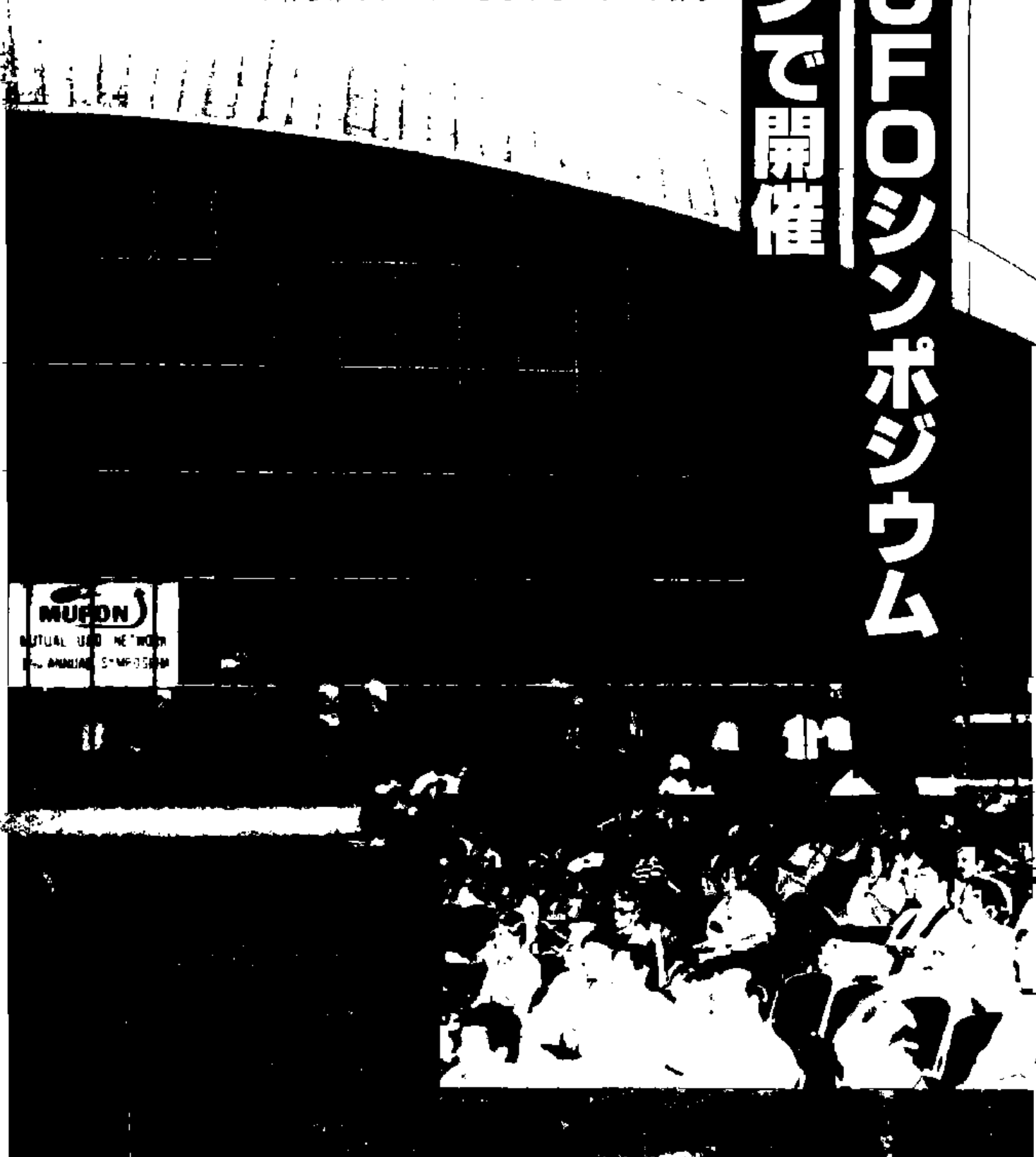


# '87全米UFOシンポジウム ボストンで開催

アメリカの文化の中心地として知られるマサチューセッツ州ボストン。いまや恒例となったMUFON（相互UFOネットワーク）の主催する全米UFOシンポジウムは、初めて舞台を東部に移し、このアメリカ最古の都市で開催された。

会場に於てられたMIT（マサチューセツ工科大学）のクレスギ・オーデイトリウムには、7月25、26日の両日、熱心なUFOファンが全米各地から押しかけた。このドーム形の会場は、前面がガラス張りのウルトラモダンなもので、UFOを論議するのにまさにピッタリ。

今年では2回目になる全米UFOシンポジウムだが、今回のテーマは「UFOの隠された証拠」。ハイネック博士をはじめ、本誌でもおなじみの第一線研究者が多数集まり、講演、パネルディスカッション、分科会が繰り広げられた。（詳細は本文10ページを参照）



がやよいした人の世界に、  
ローヤルゼリーのひと瓶。



今日を生きるビジネスマンの栄養補給に—。  
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GSR2は、自分の心拍数、呼吸、体温、血圧、脳波などの生理学的データをリアルタイムで測定し、それを視覚的に表示する装置です。

1. ストレスを遠いらい、リラックスできます。

精神がハイパーアクティブな状態にあると、GSR2がそれを検知し、呼吸や心拍数を正常範囲に戻すよう指示を出します。これにより、ストレスを軽減し、リラックスした状態に戻すことができます。

2. 精神統一が上手くなり集中力が養えます。

GSR2は、集中力を高めるために、呼吸や心拍数を一定に保つよう指示を出します。これにより、精神統一が上手になり、集中力が養われます。

3. 深いめい想に入れます。

GSR2は、めい想の状態を測定し、それを助けるために指示を出します。

4. 不安、不眠、不安の不安を克服でき、あきらまなくなります。

GSR2は、不安や不眠の原因を特定し、それを軽減するために指示を出します。これにより、不安や不眠を克服でき、あきらまなくなります。

5. ピンチに強くなります。

GSR2は、ピンチ状態を測定し、それを軽減するために指示を出します。これにより、ピンチに強くなります。

6. ESP能力が増します。

GSR2は、ESP能力を測定し、それを高めるために指示を出します。これにより、ESP能力が増します。

7. 記憶力が増します。

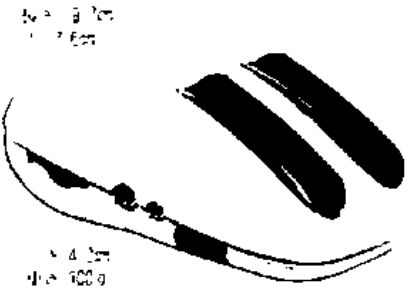
GSR2は、記憶力を測定し、それを高めるために指示を出します。これにより、記憶力が増します。

◀ GSR2は別売のサーミスタで、体温によるバイオフィードバックも可能です。また、メーターや、おとしより、お子さまに便利な電極もつけられます。

●GSR2はあなたの内面の微妙な変化を電子的にとらえます。

イライラしたり、緊張したりすると、交感神経の働きで発汗しGSR(皮膚の電気抵抗)が変化します。この変化を電子的にとらえ、マイコンで表示するのがGSR2バイオフィードバックです。音の高低で自分の心の動き、内面的変化を知り、ゆったりとリラックスした状態に自分を誘導してゆくの。うまくなれば、無我の境地をさまよい、すばらしい瞑想の世界を体験することもできます。

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弊社ではGSR2の他にも色々、潜在能力開発用器を発売しております。200円切手同封の上カタログを御購入下さい。お申込みは、氏名、住所、年齢明記、捺印の上代金は現金書留又は、郵便振替(東京4-8703)でポラックスヘレン(株)U係へお願い致します。現品急送します。「玉座のアイディア」でも発売しております。

輸入総代理店

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◎ **ポラックスヘレン株式会社 U 係**  
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the far-out magazine

# UFO



1981

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日本国外務省のUFOファイル初公開

本誌が放つ歴史  
的インタビュー **英国の知性コリン・ウィルソン直撃**

「UFOの対地球戦略・総合分析」7

アメリカ大停電パニック

ボストン現地報告 / 全米UFOシンポジウム

アインシュタインの夢を受け継ぐのは誰か

現地取材報告

ヤング・ミセスのエイリアン体験

GSW "転向声明" 第1弾

編集者 山本 浩一 発行所 山本浩一出版

WA  
US0307-1987-0001

DATE: March 13, 1987  
TO: Local News Agencies  
FROM: Donald A. Johnson, State Director,  
Mutual UFO Network  
P.O. Box 161  
Kirkland, WA 98033-0161  
(206) 822-6609  
SUBJECT: Recent UFO Sighting

P R E S S R E L E A S E

(For Immediate Release)

(Note: We are releasing this report in the hopes that publicity about the sighting will encourage others who may have witnessed the same event to come forward and provide additional information. The witnesses request that their names not appear in print but are willing to have their report made public. For further information, you may contact James E. Clarkson, (533-7587), the MUFON Field Investigator, in Aberdeen, Washington, or Donald A. Johnson (822-6609), the Wash. State Director for MUFON, in Kirkland, Washington. People who wish to report a UFO sighting are urged to call the UFO Reporting Center, (206) 722-3000, a 24-hour number, in Seattle.)

TWO HOQUIAM MEN SIGHT UFO NEAR MOUNT RAINIER  
by James E. Clarkson

Two men on a camping trip sighted what they described as a "manta ray" shaped UFO last Saturday night (March 7, 1987) near Alder Lake, about two miles west of the town of Elbe on the road to Mount Rainier. The object made no sound and passed very low over their pickup truck, stopped, and without turning reversed direction and appeared to chase the witnesses' truck east down Highway 7. When it was close behind and above the pickup truck, the UFO veered off sharply to the north and accelerated very fast, over the hilltops, and out of sight. The entire incident lasted about three minutes.

The two men had left their favorite fishing spot and were on their way to the small community of Elbe to pick up some groceries and firewood for camping out. The weather had been clear all day and at approximately 7:30 p.m., they were not far from Alder Lake and nearing the town when they first spotted the lights over the highway ahead of them.

"I looked ahead and saw two big white lights", said the driver, "they were right over the highway ahead of us...I thought that it was a plane that was going to come down on the highway."

Page 2

As they drove toward the object a bright red light became visible beneath the white lights. The driver pulled over next to a guard rail and the passenger jumped out of the vehicle to watch. As the driver was getting out of the vehicle, the passenger observed the object roll slightly in a counter-clockwise direction and then right itself. The driver noticed at this point that a few other cars passed them: "I saw that the cars were going slow. I don't know if it was because I pulled over or if they saw what we saw."

Both witnesses stated that the object passed directly overhead at a very low altitude, estimated by them as no more than 200 feet. The two men, interviewed separately, had similar descriptions of the object. The driver stated that its silhouette was like a "flounder" fish. The passenger described it as a "manta ray" or "stealth aircraft":

"When it went over I saw that it had a bright red light in the center. It wasn't blinking or anything. It had a small bright light on the back. When I saw it overhead the first thing that I thought of was a stealth aircraft or a manta ray."

The two white lights on the objects were reported to be very bright. "It looked just like landing lights off a 747 or a large aircraft", said the driver. "They were like the spotlights on a tank that I saw in Vietnam", reported the passenger, age 36. "The part that amazed me was when they dimmed. They dimmed to a point where it looked like they were going to go off." The dimming of the two bright white lights allowed them to see the red light and the other white "tail" light. Although the lighting configuration on the object was similar to that of a helicopter, the men contend that the object made no sound despite its low altitude. In describing the silhouette of the object, both stated that it was difficult to see because of the brightness of the lights, but they were certain that it did not have the wings or body of a conventional aircraft.

After the UFO passed over the truck it continued moving slowly down the road. The driver and passenger got back in the truck because the driver wanted to drive down the road to a campground so he could pull completely off the road. The passenger was still watching it out the rear window. After the object travelled about a half mile down the road, it suddenly stopped, and without turning around, reversed direction to follow the witnesses' truck.

Page 3

"My God, it's coming after us." the passenger said. The driver looked back and saw that the UFO was approaching at a much greater speed than when it had first passed over their vehicle. The driver sped up to get to the campground. Just before the UFO reached the truck it veered off to the north.

"I looked back and...it took off to my left over the hills. The highway runs at the edge of the lake just below the line of hills. There's heavy woods on the hills. It took off at a very high rate of speed and that's the last we saw of it."

The witnesses, age 42 and <sup>Washington</sup> 36, were interviewed separately by James Clarkson of Aberdeen, a police officer and investigator for the Mutual UFO Network (MUFON), headquartered in Seguin, Texas. He described the men as sober and somewhat reluctant to report the incident. It is his opinion that both men were trying to relate exactly what had occurred to them. Both witnesses admitted that they were scared by the experience but that they were also intensely curious.

They both freely admit that they don't know what it was that they saw.

UFO Sighting Report  
Field Investigator's Report  
031187

Investigator: James E. Clarkson  
6411 Manor Road  
Aberdeen, Washington 98520  
(206) 533-7587

I. BASIC INFORMATION

Time/Date of Incident: Saturday, March 07, 1987 between 7:30 to 8:00 pm  
Pacific Standard Time

Location of Incident: Washington State Highway 7  
1 1/2 to 3 miles west of Elbe  
Pierce County, Washington

Conditions: Dark. No clouds or precipitation of any kind.  
Stars plainly visible.

Witnesses: 1) Paul Lash Jr.  
709 2nd St.  
Hoquiam, Wa.  
H: (206) 533-4297  
  
Disabled 42 year old male.

2) SMITH, Steve  
721 1/2 Simpson Ave. Apt. 8  
Hoquiam, Wa.  
MSG: (206) 532-9859  
  
Unemployed tool & die setter.  
36 year old male.

II. DESCRIPTION OF LOCATION

This is a two-lane highway in a rural area which is about 30 miles from Tacoma, Washington. Tacoma has two nearby military installations, Fort Lewis and McChord Air Force Base.

The closest town to the location of the incident is Elbe which is very small. Highway 7 turns off south in Elbe. However, most of the traffic on this highway continues west and up towards Paradise which is the main tourist center on Mount Rainier. The incident occurred about fifteen to twenty miles from Paradise.

The particular section of Highway 7 runs parallel to Alder Lake, which is artificial. Alder Dam which is about five miles west of the location has a power station for Tacoma City Light. The Lake runs basically south of the highway.

To the north is a ridge of hills which are in a basically wilderness area. There are few houses and little development. The hills are thickly wooded.

UFO Sighting Report  
Field Investigator's Report  
031187  
Continued from Page 1:

### III. DESCRIPTION OF CONDITIONS:

According to the witnesses, it was a very clear night. On the date in question, writer was in Tacoma. March 07th was one of the first clear, sunny days for the entire area recently. Mount Rainier (14410 ft.) was plainly visible from 75 miles away. Late in the afternoon while in Tacoma, writer observed some clouds near the summit on the north side.

There was some other traffic on the highway at the time of the sighting according to both witnesses. LASH described how he had to wait for cars to go by when he pulled over in order to exit the driver's side of his vehicle. SMITH stated that he observed cars slowing down.

### IV. SUMMARY OF EVENTS

Both witnesses were in LASH's vehicle, a small pickup truck which does not have a camper or anything else to obstruct the view through the rear window, sides, etc. They were on a fishing trip and they were headed for a store in Elbe to obtain provisions and firewood.

Their pickup truck was moving east on Highway 7 at about 45 to 50 mph and both of them observed two very bright white lights ahead of them and stationary in the air above the roadway. Both witnesses placed these lights at about 1/4 of the way up in the sky from the level of the roadway.

As they went forward about 1/2 mile a bright red light became visible beneath the white lights. The driver LASH pulled over next to a guard rail and SMITH jumped out. By this time the object was moving towards them.

SMITH's description of what occurred next has a significant detail that is not included in LASH's narrative as he was still trying to get out of the truck. SMITH observed the object move very slowly towards them, down the highway, and maintaining the same altitude, about 150 to 200 ft. SMITH and LASH both state that the object passed directly over them. SMITH states that he observed the object roll slightly in a counterclockwise direction as he faced east, and then it righted itself.

The object continued to move west over the highway at the same slow speed and maintaining the same altitude. Both witnesses had similar descriptions of the object which they observed: It had two very bright lights in the front like headlights. It had one red light underneath. It had one white light at the rear. LASH stated that its silhouette was like a 'flounder' fish. SMITH described it as a 'stealth aircraft' or a 'manta ray.'

After the object passed over the witnesses, they returned to their vehicle. They intended to drive to a nearby campground about a mile east of them and on the lake shore.

UFO Sighting Report  
Field Investigator's Report  
031187  
Continued from Page 2:

LASH's intention was to find a safer place to park where they could observe the object. As they started driving towards the campground, SMITH observed that the object was backing towards them. Both witnesses were adamant that the object backed up through the air. It did not turn around.

LASH speeded up and the object rapidly closed the distance. When it was close behind and above the pickup truck, the object veered off sharply to the north and accelerated very fast, over the hilltops, and out of sight. Both witnesses used phrases about 'being chased' or being 'played with.'

After the sighting the witnesses went to the campground and waited for 45 minutes to an hour to see if the object would return. It did not.

Both witnesses stated that at no time did they hear any noise from the object.

LASH stated that the duration of these events was about five minutes. SMITH states that he believes that it was about three minutes duration.

V. COMMENTS.

Both witnesses tried to explain the sighting in conventional terms, but found themselves at a loss for an explanation. LASH thought at first that the two white lights were from a large aircraft like a 747 that might be coming down for an emergency landing. SMITH thought that the lights might be fixed on a large tower.

LASH commented each time he related the incident to me that when the object passed over them, he thought that it might be filled with helium because of how slowly and quietly it moved overhead. But then he said that if it was he couldn't figure out what would power such bright lights, or how it could fly away so fast.

SMITH stated that the white lights were as bright as the spotlights on a military tank. Writer has seen such lights, and that would make them considerably brighter than landing lights on a conventional aircraft.

Both witnesses became excited when they described how the object backed up in the air and came after them as they were driving away. They were alarmed because they did not think that any known aircraft could do this.

SMITH stated that when the object passed overhead, it was very silent. He did not hear wind or anything.

In describing the silhouette of the object, both stated that it was difficult to see because of the brightness of the lights, but they were certain that it did not have conventional wings or body.

I attempted to get them to estimate the size by imagining objects placed at arms length in the air and covering the object. This technique didnot work very well with either one of them. I realized that both of them were trying to describe an object that covered a large portion of their field of view.



UFO Sighting Report  
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031187  
Continued from Page 3:

Therefore, I asked them to imagine that they were once again viewing the object as it passed overhead. I asked them to place a finger pointed outwards at each side of what they saw in the sky. LASH did so and held his fingers about 2 1/2 feet apart. SMITH did this and his fingers were about 3 feet apart at a 45 degree angle.

#### VI. CREDIBILITY ASSESSMENT

First, both witnesses were interviewed independently. The interviews took place at LASH's residence. Writer had completed the interview with LASH when SMITH phoned and I decided that it would be more efficient to have him come over.

LASH was present when SMITH was interviewed, but he said a couple of times when SMITH looked at him to support his statements, "I want to hear your side of it." They had both discussed the events many times together, but there were significant differences in their narratives.

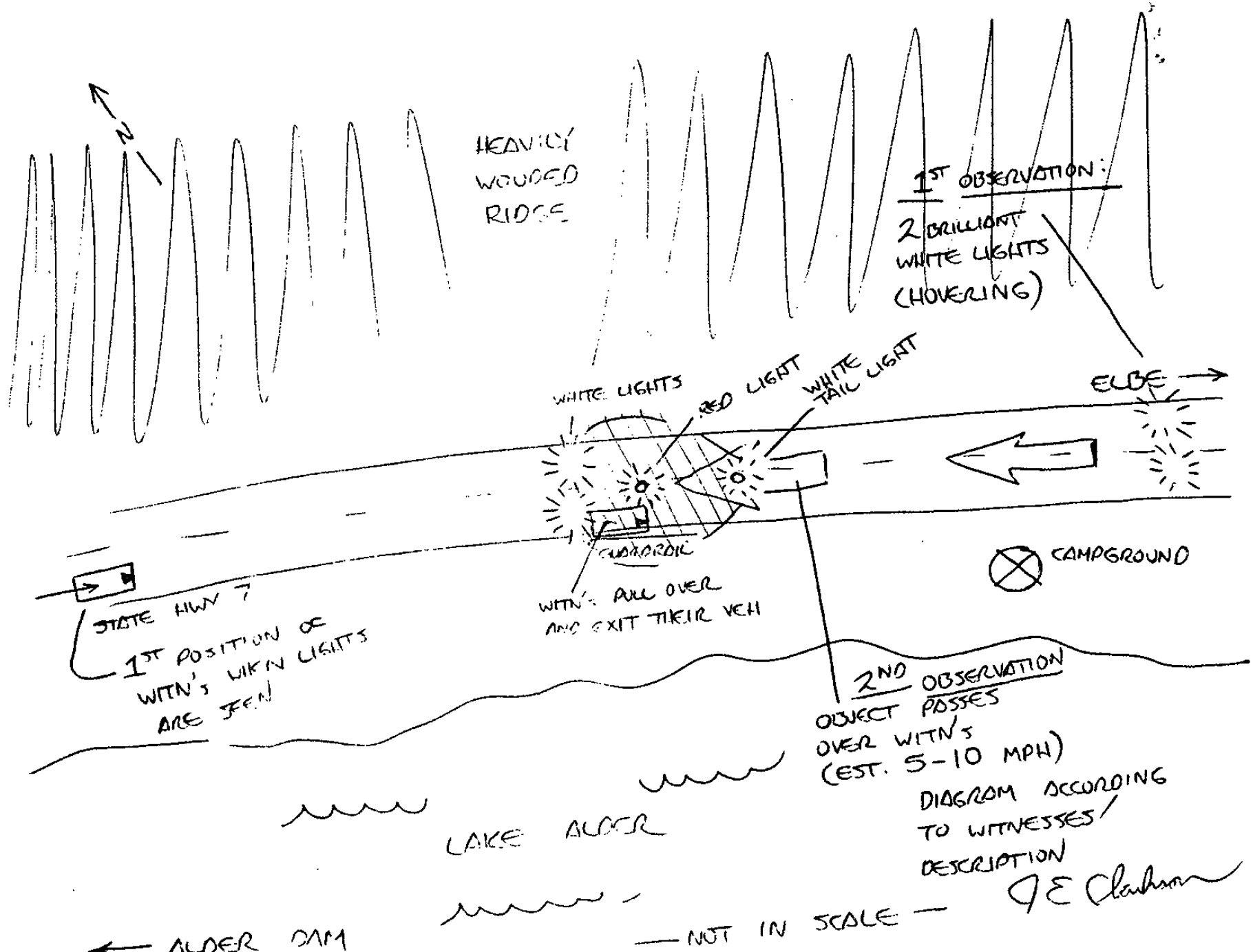
I talked to LASH on the phone the night before the interview. I took notes on his narrative. I also took notes at his house before I obtained the statement. There are no significant differences between the three accounts. There was no reluctance or any hesitation in his narrative. LASH made a reference to having quit drinking three years ago and adamantly stating that he does not take drugs nor does he have any mental problems.

Both LASH and SMITH were reluctant to have their names used in reference to this incident. LASH commented that SMITH shouldn't have called anybody about this. SMITH replied that he 'had to talk to someone,' indicating that the events bothered him. I noticed that each time SMITH mentioned the part where the object pursued them, his speech became very excited. Both witnesses admitted that they were scared by the experience but that they were also intensely curious to learn about the nature of what they saw.

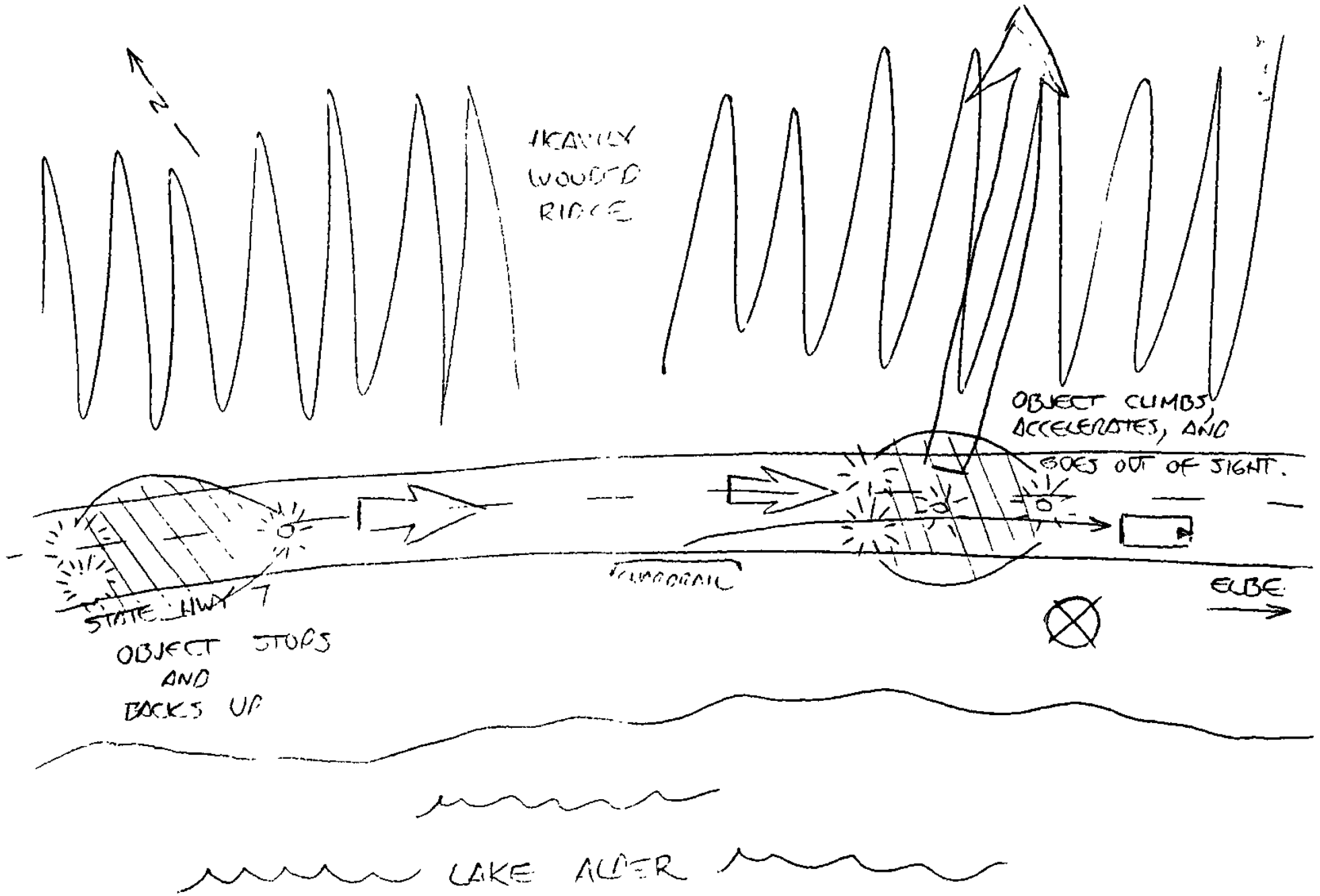
My opinion is that both of these witnesses were trying to tell me exactly what had occurred to them. They both freely admit that they don't know what it was. LASH stated that it was a 'once in a lifetime' experience. SMITH talked about going back to Mount Rainier with his uncle to see if it might happen again.

Both witnesses made the comment that they believe that there were other witnesses to these events, that is, the motorists in the area at the time.

In conclusion, I would rate their credibility as high. Also, I do not have an explanation for the object which they observed.



← ALDER DAM  
PAGE 1 OF 2.





3-7-87 Lash-1  
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: JAMES E CLARKSON  
STREET ADDRESS: 6411 MANOR RD PHONE: A/C 206 533 7587  
TOWN/CITY: ABERDEEN STATE: WA ZIP CODE: 98520 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

WASHINGTON STATE/PROVINCE  
PIERCE COUNTY  
EURE CITY/TOWN  
USA COUNTRY

SIGHTING TIME

7:30 PM (X) AM ( ) ZONE: EST  
DURATION: 5 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

07 DAY  
03 MONTH  
87 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?

SEE ATTACHED STATEMENT.

(Continue narrative on reverse side)



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

3-7-87

Lash-2  
PAGE 2 OF 2

FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 13 YRS MAJOR: \_\_\_\_\_

DEGREE: NONE

SPECIAL TRAINING: CARPENTRY, BOOT CALLOUS, READING & EYEGLASSES

VISION: GOOD COLORBLIND? ( ) EYEGLASSES (X)

HEARING: GOOD? (X) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? AFTER? NONE ARTHRITIS

WITNESS NAME: PAUL CASH JR. AGE: 42

STREET: 707 2ND ST.

TOWN/CITY: HOQUIAM, WA PHONE: 533-4291

PROVINCE: \_\_\_\_\_ COUNTRY: U.S.A.

OCCUPATION: DISABLED

EMPLOYED BY: \_\_\_\_\_

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 \_\_\_\_\_)

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )

AREA/TERRAIN: FIELDS ( ) WOODS (X) HILLS (X) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE (X)

AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION (X) 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 SE LAST SEEN IN NE IT MOVED FROM W TO E

UFO ELEVATION: (FIRST SEEN - 1/4 (X) 1/2 ( ) 3/4 ( ) OF THE WAY UP HORIZON; OVERHEAD ( ) OTHER \_\_\_\_\_)

UFO DISTANCE: WHEN CLOSEST TO ME 200 FT UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 200 FT

UFO PASSED: (IN-FRONT-OF \_\_\_\_\_ WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS BEHIND HILL WHICH WAS 500 FT. 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 (X) NUMBER OF 1 SHAPE OF FLOUNDER COLOR(S) SILHOUETTE)

(A LIGHT (X) NUMBER OF 4 SHAPE OF 2 LARGE 1 SMALL COLOR(S) WHITE RED)

DESCRIBE: SOUND NONE SMELL \_\_\_\_\_ SPEED 500 KNOTS

REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE (X) AS THE OBJECT LISTED BELOW SMALL DISC) (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 SE APPROX 10 TIMES THE SIZE OF A FULL MOON LIKE CANDLING LIGHTS U.S.A. 7 FT.)

BRIGHT AS: A STAR ( ) THE MOON ( ) OR A \_\_\_\_\_ LIGHT IF PLACED AT SAME DISTANCE

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 TIME/PIECE? ( ) 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? (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? 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.

STEVEN SMITH  
HARMONY APTS #8 MSG: 532-9859

Paul Cash Jr  
SIGNATURE OF OBSERVER  
YOU MAY (X) MAY NOT ( ) USE MY NAME  
DATE THIS FORM SIGNED 03 03 87  
DAY MONTH YEAR

3/7/87 Lash-3

UFO Sighting Narrative

031087/1035 hrs.

Statement of: Paul Lash Jr.  
709 Second St.  
Hoquiam, Wa. 98550  
(206) 533-4297

P.L.

NARRATIVE: I was with a friend of mine, Steve Smith. We had been fishing and driving around in the area of Mount Rainier. I was driving my pickup truck. We were headed east on the highway towards Elbe. The highway runs next to Alder Lake. The highway where we were is above Alder Dam. Alder Dam has a power station for Tacoma City Light. It was dark. The sky was clear and the stars were out. The traffic was light. It was about 7:30 at night and it was last Saturday which was the seventh.

I looked ahead and I saw two big white lights. They were right over the highway ahead of us. They were about a quarter of the way up in the sky. I thought that it was a plane that was going to come down on the highway. The lights were very bright. It looked just like landing lights off a 747 or a large aircraft. The two lights were pretty far apart. As we got closer I saw a red light below the two white lights.

I was driving about fifty mph when I first saw it. I think that I drove a half mile before I pulled over. We were getting closer to it the whole time. I pulled over next to a guard rail. Steve jumped out. I got out as soon as I could because of the cars going by. I saw that the cars were going slow. I don't know if it was because I pulled over or if they saw what we saw.

While we were standing outside, it was hovering right overhead. Then it started moving back in the direction that we came from. It stayed right above the road. It never changed altitude. I believe that it was about two hundred feet in the air above us. When it moved, it moved very slowly. It wasn't going very fast at all, like five to ten mph. I kept thinking that it was something with helium in it, but it had too bright of lights. When it was directly overhead, I saw the silhouette. It looked like a flounder fish. That's when I saw the little white light in the back. When it was overhead the white lights were dimmer. It was like the lights were shining out and not down. That's what bothers me. The lights looked like those on an airplane, but I know that it wasn't an airplane.

It kept moving slowly down the road. It couldn't have been more than a half a mile. It was still very low and it was just floating above the road. Steve and me jumped back in the truck. I wanted to get down to the campground so that I could pull completely off the road. Steve was still watching it out the back window. He said, "My God, it's coming after us." I looked back by turning and looking out the back window. Here it was coming back faster than it went away. I accelerated to get to the campground.

Just before we got to pull in there, Steve said, "It's turning." I looked back and it turned away. It took off to my left over the hills to my left. The highway runs at the edge of the lake just below the line of hills. There's heavy woods on the hills. It took off at a very high rate of speed and that's the last that we saw of it.

P.L.





3-7-87 Smith-1

SHEET 1 OF 2

UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

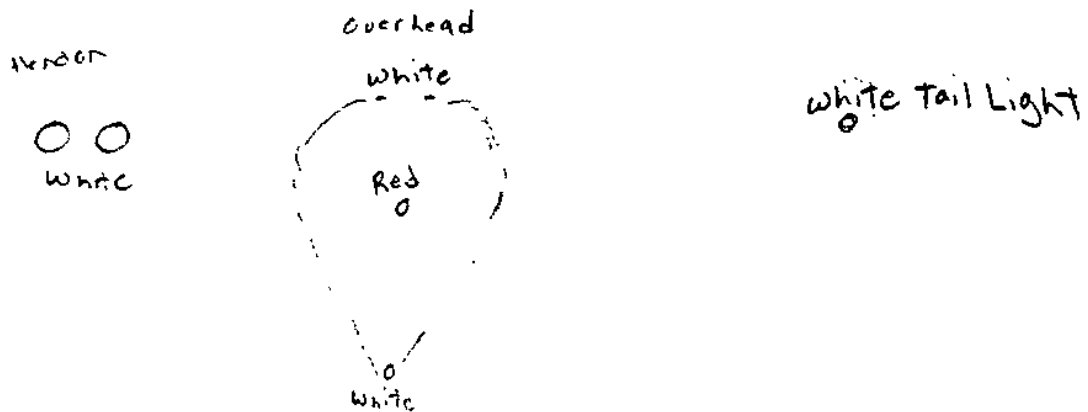
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: JAMES E CLARKSON

STREET ADDRESS: 6411 MANOR RD PHONE: 206 533 7587

TOWN/CITY: ABERDEEN STATE: WA ZIP CODE: 98520 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

WASHINGTON STATE/PROVINCE  
 PIERCE COUNTY  
 ELBE CITY/TOWN  
 USA COUNTRY

SIGHTING TIME

8:00 AM ( ) ZONE: PST  
 DURATION: 3 SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

07 MAY 87  
 03 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?

SEE ATTACHED STATEMENT

(Continue narrative on reverse side)





UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

3-7-87 Smith-2

PAGE 2 OF 2

FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 12 GED

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: DIE LETTER - JOURNEYMAN

VISION: NONE COLORBLIND? ( ) EYEGLASSES? ( ) WEARING THEM

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? \_\_\_\_\_ AFTER? \_\_\_\_\_

WITNESS' NAME: STEVE SMITH AGE: 30

STREET: 721 1/2 SIMON

TOWN/CITY: HOQUIAM PR: MI: 592-9000

PROVINCE: USA

OCCUPATION: UNEMPLOYED

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 \_\_\_\_\_

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 150 FT - UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 150 FT

UFO PASSED: (IN-FRONT-OF NO WHICH WAS \_\_\_\_\_ IN DISTANCE FROM THE WITNESS

(BEHIND HILLTOP 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 ( )

AIR FORCE JET 45 MINS - 1 HR. LATER

OBJECT DESCRIPTION (Check/Fill In As Applicable)

OBSERVED: (AN OBJECT (✓) NUMBER OF 1 SHAPE OF MONOLITHIC COY COLOR(S) SILHOUETTE

(A LIGHT (✓) NUMBER OF 4 SHAPE OF ROUND COLOR(S) WHITE/RED

DESCRIBE: SOUND NOT USE SMELL NO SPEED SEE LAST PAGE

REAL SIZE: (LARGER ( ) SMALLER ( ) SAME SIZE (✓) AS THE OBJECT LISTED BELOW

(BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER 727

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 HEAD 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? 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 Steve Smith

SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 03 03 87 DAY MONTH YEAR

## UFO Sighting Narrative

031087/1125 hrs.

Statement of: Steve Smith  
 721 1/2 Simpson Ave.  
 Hoquiam, Wa. 98550  
 MSG: 532-9859

SS

NARRATIVE: I was riding in my friend's pickup truck. He is Paul Lash. We were on our way to Elbe to the grocery store. We also wanted to get wood because we were going to camp out. We were maybe two to three miles out of town. Alder Lake was on our right. On our left was a ridge of hills with some good-sized trees on it. I'd say that the hill had to be five hundred feet high. The traffic was light and I think that we were going along at about forty-five mph. We had left his favorite fishing spot and we were headed for a campground. It's right on the right hand side. It was only about a mile from where we were.

I saw two large white lights. They were very bright. I thought at first that maybe it was some kind of a tower because the lights were not moving. Paul pulled off by a guardrail. He was still part way on the road. As soon as he did, the lights dimmed. I jumped out. As soon as I got out, it started moving. It moved very slow. It came down the road right over our heads.

I believe that it was at most a hundred and fifty feet above us. When it was right overhead, it rolled slightly to my left and then it rolled straight up again. It continued past me. When it went over I saw that it had a bright red light in the center. It wasn't blinking or anything. It had a small bright light on the back. When I saw it overhead the first thing that I thought of was a stealth aircraft or a manta ray. I heard Paul yell about the traffic coming. I was being blinded by the lights anyway so I jumped back in the truck.

I looked at him and he looked at me. I said, "What the hell did we see?" He drove off. I kept watching it through the back window. It kept going the same direction which was away from us. It didn't turn around. It just backed up. It closed the distance really fast. I know that it didn't turn around because that light in back never moved. I said to Paul that it was coming after us.

Paul picked up speed. It still kept coming. Paul was moving out. In fact we passed the campground by about a mile. Then while I was watching, it hesitated in the air for a second then it went sideways. It went over the ridgetop really fast and then it was gone. I have never seen anything go that fast while taking off. We drove back to the campground and we waited to see if it would come back. It never did.

Q: How bright were the lights in front?

A: They were like the spotlights on a tank that I saw in Vietnam. The part that amazed me was when they dimmed. They dimmed to a point where it looked like they were going to go off.

Q: Did all of the lights dim?

A: I couldn't see the others until it passed over us. It was just the ones in front. They brightened as soon as I got out of the truck.

SS



209=file Number

COG: INFO

OFC DCS DGP DPA B M O OLE OSR

FP D9AW

D9 AW DE FP

ISN-FP021

P 051405Z MAR 88

FM COGARD STA FAIRPORT OH//CO//

TO AW/COMCOGARDGRU DETROIT MI//OPS//

INFO D9/CCGDNINE CLEVELAND OH//OSR//

BT

UNCLAS //N16144//

SUBJ: INCIDENT REPORT: UNIDENTIFIED FLYING OBJECTS

1. UNIDENTIFIABLE FLYING OBJECTS 1/4 MILE EAST OF CEI POWER PLANT.

2. AT 2035 LCL THIS STATION RCVD A CALL FROM SHEILA BAKER

RPTNG A LARGE OBJECT HOVERING OVER THE LAKE AND APPARENTLY ON A SLOW DESCENT. THE OBJECT HAD A WHITE LIGHT AND WAS APPROX. 1/4 MILE UP AND SHE WAS UNABLE TO DETERMINE HOW FAR OUT IT WAS. THIS UNIT SENT 2 CREWMEMBERS TO INVESTIGATE. BEFORE THEY ARRIVED O/S, WE RCVD 2 MORE CALLS RPTNG THAT THE OBJECT HAD APPARENTLY DISPERSED 3-5 SMALLER FLYING OBJECTS THAT WERE ZIPPING AROUND RATHER QUICKLY. THESE OBJECTS HAD RED, GREEN, WHITE AND YELLOW LIGHTS ON THEM THAT STROBED INTERMITTENTLY. THEY ALSO HAD THE ABILITY TO STOP AND HOVER IN MID FLIGHT. WHEN MOBILE 02 GOT O/S, THEY RPTD THE SAME ACTIVITY. THEY WATCHED THE OBJECTS FOR APPROX. 1 HOUR BEFORE RPTNG THAT THE LARGE OBJECT WAS ALMOST ON THE ICE. THEY RPTD THAT THE ICE WAS CRACKING AND MOVING ABNORMAL AMOUNTS AS THE OBJECT CAME CLOSER TO IT. THE ICE WAS RUMBLING AND THE OBJECT LIT MULTI-COLOR LIGHTS AT EACH END AS IT APPARENTLY LANDED. THE LIGHTS ON IT WENT OUT MOMENTIARILY AND THEN CAME ON AGAIN. THEY WENT OUT AGAIN AND THE RUMBLING STOPPED AND THE ICE STOPPED MOVING. THE SMALLER OBJECTS BEGAN HOVERING IN THE AREA WHERE THE LARGE OBJECT LANDED AND AFTER A FEW MINUTES THEY BEGAN FLYING AROUND AGAIN. MOBILE 02 RPTD THAT THEY APPEARED TO BE SCOUTING THE AREA. MOBILE 02 RPTD THAT 1 OBJECT WAS MOVING TOWARD THEM AT A HIGH SPEED AND LOW TO THE ICE. MOBILE 02 BACKED DOWN THE HILL THEY HAD BEEN ON AND WHEN THEY WENT BACK TO THE HILL, THE OBJECT WAS GONE. THEY RPTD THAT THE OBJECTS COULD NOT BE SEEN IF THEY TURNED OFF THERE LIGHTS. ONE OF THE SMALL OBJECTS TURNED ON A SPOTLIGHT WHERE THE LARGE OBJECT HAD BEEN BUT MOBILE 02 COULD NOT SEE ANYTHING, AND THEN THE OBJECT SEEMED TO DISAPPEAR. ANOTHER OBJECT APPROACHED MOBILE 02 APPROX. 500 YDS. OFFSHORE ABOUT 20 FT. ABOVE THE ICE, AND IT BEGAN MOVING CLOSER AS MOBILE 02 BEGAN FLASHING ITS HEADLIGHTS, THEN IT MOVED OFF TO THE WEST.

3. THE CREWMEMBERS WERE UNABLE TO IDENTIFY ANY OF THE OBJECTS USING BINOCULARS AND AFTER CONTACTING LOCAL POLICE AND AIRPORTS, THIS UNIT WAS UNABLE TO IDENTIFY THE OBJECTS, AND RECALLED MOBILE 02.

BT

TOR-03:05:14:44

COPY

COGARD STA FAIRPORT OH//CO//

P 051405Z MAR 88

/ LB



Date: Fri, 13 Jul 2012 15:13:03 +0100 (BST)  
From: daniel wilson <daniejon2000@yahoo.co.uk>  
Subject: March 4, 1988; Eastlake, Ohio  
To: Fran Ridge <nicap@insightbb.com>

[http://www.nicap.org/docs/880304eastlake\\_docs.pdf](http://www.nicap.org/docs/880304eastlake_docs.pdf)

COG: INFO

COPIES CPC DCS DGP DPA B M O OLE OSR 9 FP D9AW D9 AW DE ISN-FP021 P  
051405Z MAR 88

FM COGARD STA FAIRPORT OH//CO//  
TO AW/COMCOGARDGRU DETROIT MI//OPS// INFO D9/CCGDNINE CLEVELAND  
OH//OSR// BT UNCLAS //N16144//

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-



Interview of Witnesses to Eastlake UFO  
March 4, 1988

This report has been archived and posted for security reasons and was obtained from the URL listed below:

[http://www.ufoera.com/articles/interview-of-witnesses-to-eastlake-ufo\\_1190311024.html](http://www.ufoera.com/articles/interview-of-witnesses-to-eastlake-ufo_1190311024.html)

INTERVIEW OF WITNESSES TO EASTLAKE UFO Copyright 1988, Richard P. Dell'Aquila and Dale B. Wedge

On March 26, 1988, two civilian witnesses to the Eastlake UFOs (W1 and her husband W2) who were on the beach with the Coast Guard March 4, 1988 were interviewed. The following is a partial transcript of that interview, conducted by Dale Wedge (DW) and Rick Dell'Aquila (RD). Several other witnesses have also been interviewed and photographic evidence has been obtained. To date, however, the Coast Guard has refused further information or interviews of its personnel concerning the UFO sighting that night near the CEI electric power plant. The investigation continues.

RD ...Please tell us what happened in your own words.

W1 We were coming home (on March 4, 1988) and I saw something over the lake...and it wasn't moving and I had my husband go down the street and I said, "Go down to the beach because I'm telling you there is something out there." He kept laughing at me. I said I was serious and we went down there. We got out of the car and walked to the beach. I had left the kids in the car and you could see it. It looked almost like the shape of a blimp and had lights on both sides. One end was brighter and the other end was a little bit dimmer, but one end flashed. It wasn't a constant light that was on. It seemed to rock a little bit--you could just see it rocking back and forth. It hovered and didn't make any noise. The ice was cracking really bad and the ice down here doesn't crack like that. It was making like--it was rumbling and cracking it was real, real loud. There were no animals barking or nothing. Around here we have a lot of dogs and that was surprising because you always hear the dogs out. There were no animals--just the real loud noise out of the lake. We were standing on the beach and my husband and I were looking at this thing. It started to turn and I thought--you know how you get really eerie feelings? I said to myself there is something up there. You could see it was a ship or something because you could see there was a gray line like a football kind of thing in the middle, but you couldn't really see it. You could just see it was there. Do you understand what I'm saying?

RD We are going to ask you to draw a sketch in a while.

W1 You could see the whole thing, but not real well. You could see there was a middle to it. We stayed and we watched it for a while...(interview interrupted by phone call).

DW Okay, we are back on. We had a phone call interruption.

W1 ...Okay, we sat down at the beach and while we were watching this I had the kids in the car and I was getting kind of "weirded-out" you know, because you hear about these things, but you never really believe it until you see them. It started to turn toward us. It was coming in closer to land and because my kids were in the car, I didn't want to stay down at the beach, because you never know what's going to happen or if it was going to come down to get us or whatever.

RD In other words, you were concerned for your safety?

W1 Yeah, because it was coming closer to us. You could see...it seemed like it knew we were there. We were the only ones down there at the time and I was getting really nervous. I told my husband, "You know, we've got two kids in the car. Let's get them home and safe so we don't have to worry about anything." He said okay, so we got the kids back to the house and I put them in their room and I locked the door because I had a real eerie feeling, you know after we left there. We were down there a while looking at it and we came home to watch it from our living room.

RD When you say "we"--who else was there with you?

W1 My husband and my kids. So I was looking at it from here and I said to my husband, "Well, maybe I'm nuts, I don't know, but let's call Sue," who lives across the street, "and see if she sees the same thing that we do." So I did, I called her and her and her son went outside and they saw the same thing and we kept hearing this noise at the lake and that really scared us because, like I said, the lake doesn't make noises like that. We watched it most of the evening and when it started to come down, we all got real curious and we all went back down. Sue drove down to the beach and she saw it with her son and her husband thinks she's totally "cracked-up." (Laughter.) But they all did. Everybody thinks, you know, we didn't see what we did. So now we get down there and the thing's starting to land. You could see like red and blue lights and they said they were planets and gasses and nonsense like that, but they were actual lights starting to flutter. But before this, while it was still in the sky, there were like little triangle "planes", about, there were, we counted about five--we weren't sure if there were five or six, but we counted five of them that were running back and forth. They were going up and down, like hovering. They didn't make any noise, but they were going REALLY fast across the sky and by this time the Coast Guard was down there. I had called the Coast Guard, I would say at least twelve times and they kept telling me, "Well, your crazy and nothing's wrong...(Phone call interruption).

DW Pause for phone call.

DW Okay, we're back on.



W1 So now what had happened was these planes were like, looked like they had come out of it, because they came out of nowhere. We saw them come out...I don't know if it was on the side or on the front of it, but you could tell they came out of it because they were real little. They looked like little yellow triangles. They were real bright and went super, super fast.

They went up and down like this, instead of, you know how a plane goes this way? Well, they were going up and down and like diagonally at it and they were hovering around it and then they started shooting out toward the lake and this time the Coast Guard saw all this because that's when they sent their people out when these little planes started appearing. And when they got down here, they saw these things and they were coming real close to the coastline. That's when these kids were getting scared.

RD When you say "kids," do you mean Coast Guard personnel?

W1 Yeah, they were young boys. They were real scared and we got REALLY scared because we were right down on the beach there and we figured the coastline that would be it. We were afraid they would attack their truck, because their truck had lights on it. So we told them, "Turn off your lights." Because the more they kept coming closer and closer to the lights of the truck, because the truck was parked on the hill. There's like a little hill over there. They could see the lights, because they seemed to be coming at the lights. And so we had them shut their lights off because we were scared. You never know what was going to go on. We didn't know what was in these ships or planes or whatever they were because we couldn't tell, but I've never seen a yellow triangle fly around the sky.

RD It was yellow?

W1 Yeah. Bright, REAL BRIGHT. It looked like a light. That's what it looked like. It looked like a bright light. You know how a car light you'd have? It looked just like that, but it glowed. It was yellow.

RD Was there any portion of it that was brighter than any other portion of it?

W1 No. It was all real bright.

RD Just one solid, bright light?

W1 Yeah, little bright triangles. You know like the little glider models you get for your kids? There in triangles. You make paper airplanes...Like that shape? That's exactly what they were, and they were solid. They weren't...it didn't have wings or anything else.

RD Was it even-sided? All three sides of equal length?

W1 No, no, it was more pointed like that (gesturing).

RD Okay.

W1 It was exactly like that (forming triangle with her fingers).

The front was more pointy. How's that? I flunked geometry by the way.

RD Okay.

W1 But it was more pointy, almost like the tip of an arrow.

R D Okay, so i n other words, the two sides were longer...

W1 Were longer than the base...I was wondering why you were laughing at me.

RD We're not laughing at you.

DW No. We're not.

(Wedge and Dell'Aquila had reacted to the fact that the triangular objects described by W1 were identical to those described by other independent witnesses that night and identical to the bright yellow triangular object one witness photographed.)

W1 Okay. They were all solid bright light. There was no part of it that wa s darker than others. We saw it real close down at the shoreline. But when they started coming at this thing and they went back into it, too, we thought maybe it disapeared over the lake. Well, here they had gone, shooting out over the lake and coming, then all of a sudden we saw tham about an hour later, coming back REALLY fast, and they came right into that ship.

RD Did you see anything open up on the ship, a door or anything like that?

W1 No, but they went righ t into it because they went rig ht between the lights, so it had to be an opening on the side of it, beacuse they went right into it. They came up and then they went right into it.

RD Were you able to observe which direction they left.

W1 They went out that way, toward Canada...they went east too, this way. But none of them went that way, toward Cleveland. They all went this way.

RD Did any of them go south or southeast?

W1 No. They stayed over the lake...they went east and n orth toward Canada, and that's where basi cally they stayed. When you saw them shooting out, it was just almost right over land and we had seen them come out and said to my husband, "What in the world is that?" He was just laughing. He said, "You're just..." and he got, you know, he goes, "Yeah, sure, I'm going to tell my mother we were sitting home watching UFOs tonight." But, that's what happened. They were there and then we saw them like I said, about an hour later, come back in the sa me

direction they came in, and they all went right back into the thing, one at a time, too. It wasn't like they all swooped down on it and went back into it. They went back in it one at a time, and then the ship seemed to land in the lake. It was about maybe an hour difference, an hour lapse. The ship started setting down on Lake Erie. That's when

all these colored lights started coming on when it sat down. You could see the lights as it sat down on the lake, because it was all ice. As soon as it landed, about five minutes later after it landed, you could still see it, the red and the yellow lights and the blue lights, running around the bottom on the lake, because it was a clear night, it was beautiful. Then as soon as all the lights went out on it, the lake stopped cracking. Everything got dead silent. There wasn't animals--nothing. Everything got totally quiet. That was it.

DW Can you give us a time, approximate time?

RD When did you first see it?

W1 About six. I think it was about six. My husband said it was later but I don't think so, because it was just getting dark.

DW It doesn't get dark until about 6:30

W1 Okay, then maybe it was a little later, about 6:30 or 7:00 P.M. It wasn't exactly dark, but it wasn't light out. It was like dusk, almost, where it's just starting to get dark.

RD When did you last observe it?

W1 I'd say about 11:30 P.M.

RD You were down there for 4-1/2 to 5 hours?

W1 No. We came back up to the house and watched it. When it started to set, we went back down.

RD I see. At the same time, were you able to observe any of the objects in the sky that you would recognize?

W1 Oh, yeah, absolutely because we were there, we kept looking at them and looking at them to see, you know, we were curious. Even from the house, when it started moving in-land, you could see, you know, what it was if you looked real close.

RD Where was the moon for example?

W1 The moon?

RD Yeah. Was it out?

W1 Yeah, there were moon, the stars were beautiful. All the stars were out.

RD Was it a clear night?

W1 Yeah. It was real clear.

RD Did you notice where the planets were?

W1 The planets that they told me this was?

RD Well, the planets.

W1 I didn't really...we weren't looking for the planets, but they would have been behind it, and farther off.

RD Is there any question in your mind that what you were looking at was something that you should have recognized, like the planets or...?

W1 No. It was definitely a ship, because you could see that there was a center of it. You could also see planes coming out of it, or little vehicles or whatever they are that came out of it and we saw them go back in it. We were almost right directly underneath it...The more we stayed down at the beach, it was turning toward us to come toward us and I got scared, thinking well, maybe someone would come out or get us or something will happen...If we could see it, I knew it could see us, because we were right out in the open on flat land looking at it...

The interview continued for several more minutes and W1 drew some sketches.

W1 (Drawing) The (light) on the left hand side of the object blinked constantly.

RD Was there a regular pattern to the blinking?

W1 It was almost like if you looked out the lake, you know how they have those (lights) when you come in from the lake? Almost like that. (Phone interruption)

DW We are going to pause for another phone call.

RD What color was the object between the lights?

W1 ...gunmetal gray .

RD Did it seem solid?

W1 Yes.

RD Did it seem to have a three-dimensional shape?

W1 You could tell it was almost rounded. It was like a football...It was all the same color and you could definitely see the outline of it. We were standing SO close, that you could see the outline. It was totally dark in the center of it and at the top, but you could tell the difference between the sky and the shape.

RD Did it seem to have hard edges or fuzzy edges?

W1 No, they were very clear edges...

The interview continued and W1's husband (W2) arrived home.

W2 ...Boy, I'll tell you you ought to see this thing, I watched this thing down at the beach with the Coast Guard guys. It was the strangest thing I've ever seen in my life. It had these guys running, they were

so scared. It was strange. As it got lower to the water, all these little, what we thought were jets, came and hovered right above this thing. We assumed they were those Harrier jets that can just hover. When they got closer, these jets came about forty or fifty feet above the ice and they were going back and forth across the lake unbelievably fast. They were covering a fifty mile stretch, like that (Snapping his fingers).

RD What shape were they?

W2 We thought that they looked like little jets. That's what we assumed. Then when they got closer, they were so little, they were smaller than a one-seated Cessna. They didn't make any noise.

DW What about shape?

W2 We couldn't tell. All I could see was lights. I could tell you that it looked like a triangle. That's what it looked like. It just looked like a plain triangle. We couldn't tell a tail fin or anything like that. It looked like a triangle because it was lights down the wings and on the tip of it.

RD You mean at the top of the triangle there was a light?

W2 Yeah. There was a light.

W1 Now see, I didn't see that. I saw just a plain light.

DW Do you know what color it was?

W2 One was white and one was bright white...you could tell they were definitely connected, because if the nose dropped, the tail went up exactly. But anyhow, when the thing got closer to the water, the one bright light started twirling like all different colors: red, green, blue, yellow, and then it just sunk into the water and one end was white and one end was red. Then it just sat in the water for about a half hour and then it was gone. While it was sitting on the ice, those planes were hovering above it. You could see that they were flashing lights down on it. It was like five jets within maybe a quarter mile area of each other, and all of a sudden they were just gone. They just went up in the air and out, just out.

RD About what time did they leave like that?

W2 9:30 or a quarter to ten...

DW Did you talk with the Coast Guard guys?

W2 Yeah, we sat and talked to them for a half hour. We watched the thing for an hour.

DW What were they saying?

W2 They couldn't believe it. They said they never saw nothing like it in the world. The guy said he's been in the service for years and he said he knows that a Harrier jet can't take off and fly that fast from a start. This thing got up so high in the air and was gone so fast, it

was seconds and it was gone out of view. The night was so clear that we could see for miles and miles and miles...These two guys were so scared. They thought, first our assumption was it was a satellite, maybe from Canada, that went bad and it was coming down over the lake. They told me that at they believed it was Canadian air maneuvers. But then when they saw these planes, they came about five miles off shore and they were going about fifty feet above the ice. You could just see the ice and stuff rippling behind them. They got nervous because they didn't want their truck to be seen...they were afraid maybe a missile would be shot at them or something.

RD Is there any confusion in your mind that it was maybe the moon or the stars...?

W2 No. No, not the first night. The second night it was much, much much higher in the air. Miles and miles. But the second night, it appeared at the same time and dropped down in the lake at the same time...But the first night, no way. We went and saw that thing. That thing was no more than three miles in the air.

RD You're aware that the newspaper accounts are that it was the planets?

W2 Planets, right. No that's BULL\*\*\*\*, because I went and stood out on the lake and looked up at them and I saw the thing moving. You could see it pivoting like this (gesturing in a rocking motion like a teeter-totter). When it got way out over the lake, that thing just started spinning around, it was all different kinds of lights... The interview continued and more sketches were made by W1. In being asked to draw the small objects, she drew a triangle.

RD When it landed on the ice, did it seem like it went under the surface of the water, or did it rest on the ice for a period of time.

W1 I don't know. Sue saw it too from her backyard. You could see it sit down though. It didn't look like it sunk. We went down the next day to see if we could see anything. All you could see was ice broken everywhere. Huge, huge chunks of ice...

DW Which Coast Guard Station?

W2 & W1 Fairport Harbor.

DW Did they come up, did they drive up? That's quite a way down isn't it?

W2 They drove this way. They said they could see the lights from their Coast Guard station.

W1 Right. They were watching it and observing it from the Coast Guard station itself and didn't know what to make out of the little lights.

DW Did they tell you why they decided to come up here?

W2 Yeah, because they got so many calls that they wanted to come and investigate it. They had even called us back a few times that night.

W1 They said it was totally out of their league. They didn't know what it was or what it could be. They didn't want to speculate. They also said to us, even on the next day, that the Army and I guess, NASA did not want them to investigate any further. They did not want them to go out on the ice, because they have a cutter. They could have gone out to see where it landed, because their men made a report too. Somewhere along the line...and they could not get an answer from NASA, they couldn't get an answer from anybody. And they were told NOT to do anything about it, that it was out of their league, it was

RD They were told it was out of their league?

W1 Uh- huh.

RD That' a quote?

W1 Yes. It was out of their league and out of their hands. That's exactly what they told us. I talked to...a person in command there and he got on the phone with me and that's exactly what he told me also. That they had to forward all their information to Wright-Patterson Air Force Base and a place in Detroit, which I don't know where in Detroit they were going to send something, but they said they were NOT ALLOWED to investigate it any further, that that's what they were told and to stay out of it...I wrote down their names because I was so upset that they called the police on me.

DW Did they ever tell you not to talk about it?

W1 They told me that it was just more or less, that it was out of their league and no one would, more or less, believe me and I think that's what they were getting at when they talked to me...I mean, they sent the police to my house, and that was more a harassment than anything else. You could tell they didn't want to talk about it either, because I called them back the next day and they were real snotty to me on the phone.

Investigation forms were then completed, and the photograph taken on the same night in a location several miles to the southeast was shown to the witnesses. They confirmed that the triangular object shown in the photograph was identical to the triangular objects they had observed on the same night. Clearly, these witnesses, the Coast Guard, other independent witnesses who have been interviewed, and the photographic evidence all confirm that the Venus/Jupiter hypothesis offered by the skeptical "experts" as the ultimate solution to this case has no merit or validity. The responses of these experts are invited.

Rick Dell'Aquila and Dale Wedge







## **Fund for UFO Research**

### **Coast Guard Encounter With Giant Ellipse**

Lake Erie, March 4, 1988

Sheila and Henry Baker were driving home with their three children about 8:35 p.m., after going out to dinner. As they neared the waterfront, Sheila noticed something hovering over the lake and they drove down to the beach to investigate and got out of the car. The moon was bright and there was ice on the lake; Sheila could hear it cracking like claps of thunder.

Plainly visible was a huge, gunmetal gray football-shaped object that was rocking back and forth, blinding white light emanating from both ends, but it was silent. Then the object began moving, swinging one end toward the shore and descending. The Bakers became frightened, ran back to their car and fled. When they got home, the object was still visible from a window that faced the lake. The object moved out over the ice and continued to descend, with red and blue lights now flashing in sequence along its lower edge. Sheila then called the Eastlake police to report a UFO, and was finally referred to the Coast Guard.

Suddenly 5 or 6 bright yellow triangular objects shot out of the center of the large object and began darting around independently. Once they stopped and hovered, point up, around the parent object, then sped away to the north, turned east, then inland toward the Perry nuclear power plant.

At this point Sheila called the Coast Guard, which sent a team to their house to investigate. Seaman James Power and Petty Officer John Knaub arrived towing a Boston Whaler, a seaworthy boat. When Sheila pointed to the main craft and some of the triangular objects still zipping around it, the men drove closer to the lake to investigate, accompanied by the Bakers. At the lakefront they could hear the ice rumbling and roaring.

In their incident report later sent by teletype to the Coast Guard headquarters in Detroit, Michigan, the men were quoted as saying that "the ice was cracking and moving abnormal amounts as the object came closer to it."

Power and Knaub gave a running report to their base via the two-way radio in their Chevy Suburban on what they were seeing. The window was down, and the Bakers overheard them saying words to the effect, "Be advised the object appears to be landing on the lake...There are other objects moving around it. Be advised these smaller objects are going at high rates of speed. There are no engine noises and they are very, very low."

One of the triangles zoomed straight toward the Coast Guard vehicle, a blur of light, then veered

east, straight up, and came down beside the parent object. Two witnesses in separate locations also reported seeing the triangles. Suddenly the triangles returned and one by one entered the side of the parent object as it seemed to land on the ice. The ellipse flashed a series of red, blue, and yellow lights, the light emanating from the end of the object turned from white to red, and the triangles re-emerged and hovered above it. The noise from the ice abruptly ceased, and the lights and triangles disappeared.

(Christopher Evans, "Space Case: The Night the Coast Guard Got Buzzed," Cleveland Plain Dealer, July 12, 1992. See also Coast Guard teletype report on incident.)

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Sighting report 4/9/88

Chesapeake, VA.

Witness: Joyce Ogle

VA

US0409-1988-0001

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SIGHTING I

WITNESSES:

JOYCE OGLE  
ODIE OGLE  
OFFICER J.A. WIDDIFIELD  
DAVID ADAIR

ON THE EVENING OF APRIL 9th, 1988; JOYCE OGLE WAS PREPARING FOR BED, LOOKING OUT HER BATHROOM WINDOW, WHEN SHE NOTICED WHAT LOOKED TO BE AN UNUSUAL BRIGHT STAR. AS SHE CONTINUED WATCHING, THE STAR SLOWLY DESCENDED. SHE CALLED HER HUSBAND WHO WAS DOWNSTAIRS IN THE KITCHEN, TO LOOK AT THIS BRIGHT OBJECT. MR. OGLE PROCEEDED OUT THE KITCHEN DOOR LOOKING TOWARDS THE WEST AND SAW THE OBJECT.

THE OBJECT BEGAN TO HOVER JUST BEYOND THE TREE LINE AT A HEIGHT OF ABOUT 250 FEET. THE OGLES THEN CALLED THE POLICE, TO WHICH OFFICER WIDDIFIELD RESPONDED. AS HE APPROACHED THE OGLES RESIDENCE, HE ALSO SAW THE OBJECT AND BEGAN RADIOING IN A DESCRIPTION. HE THEN WENT INSIDE AND BEGAN CALLING THE AREA AIRPORTS AND MILITARY INSTALLATIONS TO CONFIRM ANY OVERFLIGHTS AND/OR RADAR SIGHTINGS, OF WHICH THERE WEREN'T ANY.

WHILE OFFICER WIDDIFIELD WAS IN THE HOUSE THE OGLES WERE JOINED BY A NEIGHBOR-DAVID ADAIR. THE THREE OF THEM NOTICED A SECOND OBJECT WHICH WAS SIMILAR TO THE FIRST, RISE UP FROM THE WOODS APPROXIMATELY 100 FEET EAST OF THE FIRST OBJECT. THE SECOND OBJECT LEVELLED OFF AT THE SAME ALTITUDE AS THE FIRST AND MOVED OVER, MERGING WITH THE FIRST OBJECT.

OFFICER WIDDIFIELD JOINED THEM OUTSIDE AT THE WESTERN MOST PART OF THE OGLES WOODEN FENCE TO WATCH THE OBJECT VERY SLOWLY MOVE OFF TO THE WEST, THEN DISAPPEAR BEYOND THE TREE LINE.

FIELD INVESTIGATOR TRAINEE  
TIMOTHY M. GODDARD

*Timothy M. Goddard*

I MET OFFICER WIDDIFIELD AT THE CHESAPEAKE POLICE STATION. HE WAS RELUCTANT TO TALK ABOUT THE SIGHTING, BUT HE DID ADMIT TO SEEING THE OBJECT THE OGLES HAD REPORTED. HE FILED AN INCIDENT CARD ON THE MATTER AND I GOT A COPY OF THE REPORT. OFFICER WIDDIFIELD SUGGESTED THAT I CONTACT THE OGLES BECAUSE HE SAID, "THEY SAW THE 'GREEN BEAMS'". I CALLED THE OGLES AND ARRANGED TO MEET WITH THEM THAT EVENING. I HAD MRS. OGLE DRAW THE PICTURE IN FORM #1. SHE COULD NOT READ THE FINE PRINT IN FORM #2, SO I DECIDED TO TAKE NOTES ON HERS, AND HER HUSBAND'S STATEMENTS. I DID NOT CONTACT DAVID ADAIR BECAUSE HE IS A MINOR, AND I FELT THE ADULT STATEMENTS WERE SUFFICIENT. OFFICER WIDDIFIELD IS A SIXTEEN YEAR VETERAN OF THE CHESAPEAKE POLICE DEPARTMENT WHOSE CREDIBILITY I WOULD NOT QUESTION. MR. AND MRS. OGLE ARE FIFTY-FIVE YEARS OF AGE AND APPEAR TO HAVE ALL THEIR FACULTIES. THEY ARE DEVOUT CHRISTIANS. MRS. OGLE ALSO TOLD ME THAT SHE HAD RECEIVED MANY PHONE CALLS AFTER THE ARTICLE APPEARED IN THE PAPER, FROM OTHER PEOPLE WHO SAW A STRANGE BRIGHT LIGHT THAT SAME EVENING. SHE ALSO CONFIDED IN ME THAT SHE SAW IT AGAIN THE NEXT EVENING... IN THE SAME AREA OF THE SKY.

FIELD INVESTIGATOR TRAINEE  
TIMOTHY M. GODDARD

*Timothy M. Goddard*



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLACE OF SIGHTING

VA - Great Bridge Chesapeake USA  
 STATE/PROVINCE CITY/TOWN COUNTRY

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Timothy Maxwell Goddard

STREET ADDRESS: 300-A 73rd Street PHONE: A/C 804 /247-1701

TOWN/CITY: Newport News STATE: VA ZIP CODE 23607 COUNTRY

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

Canopy of bright white lights on top. Smaller dashes appeared on top.

Interior lights red, green, and yellow. Whole object gave off orange radiance.

Bottom lights appeared to look like typewriter dashes of a yellow color.

(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

10:00 PM ( ) AM ( ) ZONE ES

DURATION: 15 SEC ( ) MIN 00 HRS ( )

DATE OF SIGHTING

9 DAY 4 MONTH 88 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?

(Continue narrative on reverse side)

Figure 1A



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

DATE OF INVESTIGATOR'S REPORT 88 April 12  
year month day

INVESTIGATOR Timothy Maxwell Goddard  
name

DATE OF SIGHTING 1988 April 9 2200 (24 Hour Clock)  
year month day hour minute

TIME IS STANDARD \_\_\_\_\_ DAYLIGHT SAVING \_\_\_\_\_ GMT \_\_\_\_\_

IF DATE IS UNCERTAIN, USE SEASON/MONTH/WEEK/TIME OF DAY  
ESTIMATE ON FORM 2.

WEATHER CONDITIONS clear sky, winds 0 - 10 mph. Temp- 65 F

LOCATION FEATURES: (CIRCLE) CITY, FIELD, MINE, YARD, DESERT, SAND,  
NUCLEAR, CEMETERY, ROAD, FACTORY, OCEAN, LAKE,  
POND, RIVER, RIVER BANK, WOODS, HILL, MOUNTAIN.

PRIMARY WITNESS IN: CAR, BOAT, AIRPLANE, OTHER Backyard (CIRCLE)

SIGHTING LOCATION: CITY OR TOWN Chesapeake NEARBY, \_\_\_\_\_ KM,  
\_\_\_\_\_ MILES, \_\_\_\_\_ (DIRECTION), STATE OR PROVINCE Virginia  
NATION \_\_\_\_\_

NUMBER OF WITNESSES: Four (4)

PRIMARY WITNESS' NAME Joyce Ogle  
\_\_\_\_\_ Confidential in UFOCAT

SEX F AGE 55 OCCUPATION Housewife

BALANCE OF WITNESSES: (CIRCLE) SPOUSE, SON, DAUGHTER, MOTHER, FATHER,  
CO-WORKERS, ADULTS, TEEN-AGED, CHILDREN

PHOTO OF UFO TAKEN? No RADAR CONFIRMATION? None

IS THIS SIGHTING A CLOSE ENCOUNTER? YES \_\_\_\_\_ NO \_\_\_\_\_

IF NO: A STATIONARY OBJECT OR LIGHT \_\_\_\_\_, MOVING IN A STRAIGHT  
LINE \_\_\_\_\_, STOPPED OR TURNED ONCE \_\_\_\_\_, STOPPED OR TURNED  
MORE THAN ONCE \_\_\_\_\_, OBJECT SHAPE White Oval, red lights

IF YES: EFFECTS NOTED: TRACES \_\_\_\_\_, ELECTRICAL \_\_\_\_\_, ABDUCTION  
MISSING TIME \_\_\_\_\_, PHYSIOLOGICAL EFFECTS ON WITNESS Fear,  
ANIMALS AFFECTED \_\_\_\_\_, LASTING INJURY TO WITNESS \_\_\_\_\_,  
WAS THIS A LANDING no, WERE THERE ENTITIES no OTHER  
COMMENTS Bright lights burned eyes when looked at.

NUMBER OF UFOs SIGHTED Two (2)

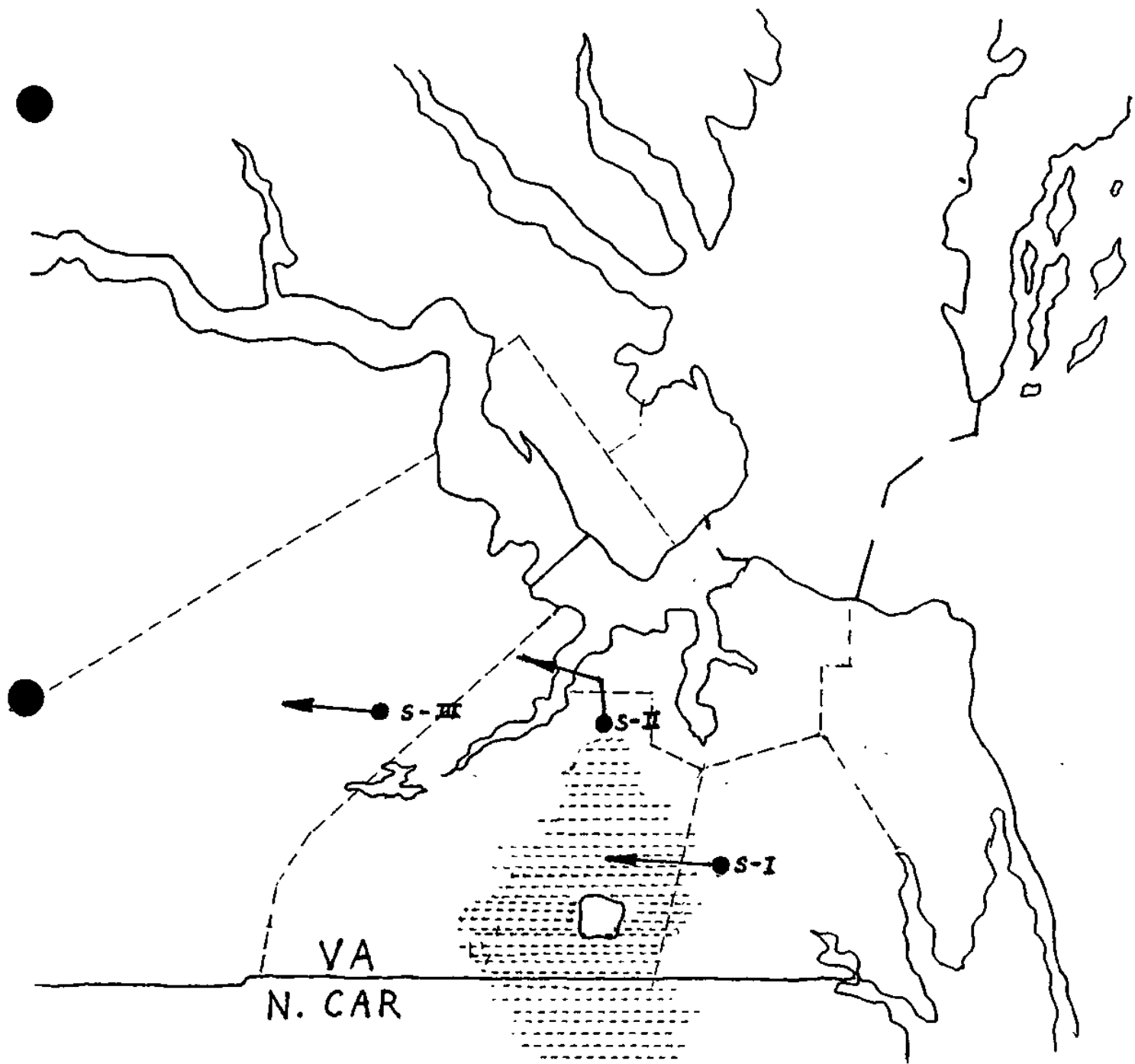
DURATION OF SIGHTING: 0 HOURS, 45 MINUTES, \_\_\_\_\_ SECONDS

SIZE OF UFO: \_\_\_\_\_ DEGREES OF FUNCTION OF A DEGREE  
70 FEET, 23 METERS OF MAJOR DIMENSION

FOR SIGHTINGS OVER OCEANS, LIST COORDINATES: LATITUDE \_\_\_\_\_  
LONGITUDE \_\_\_\_\_

Figure 2

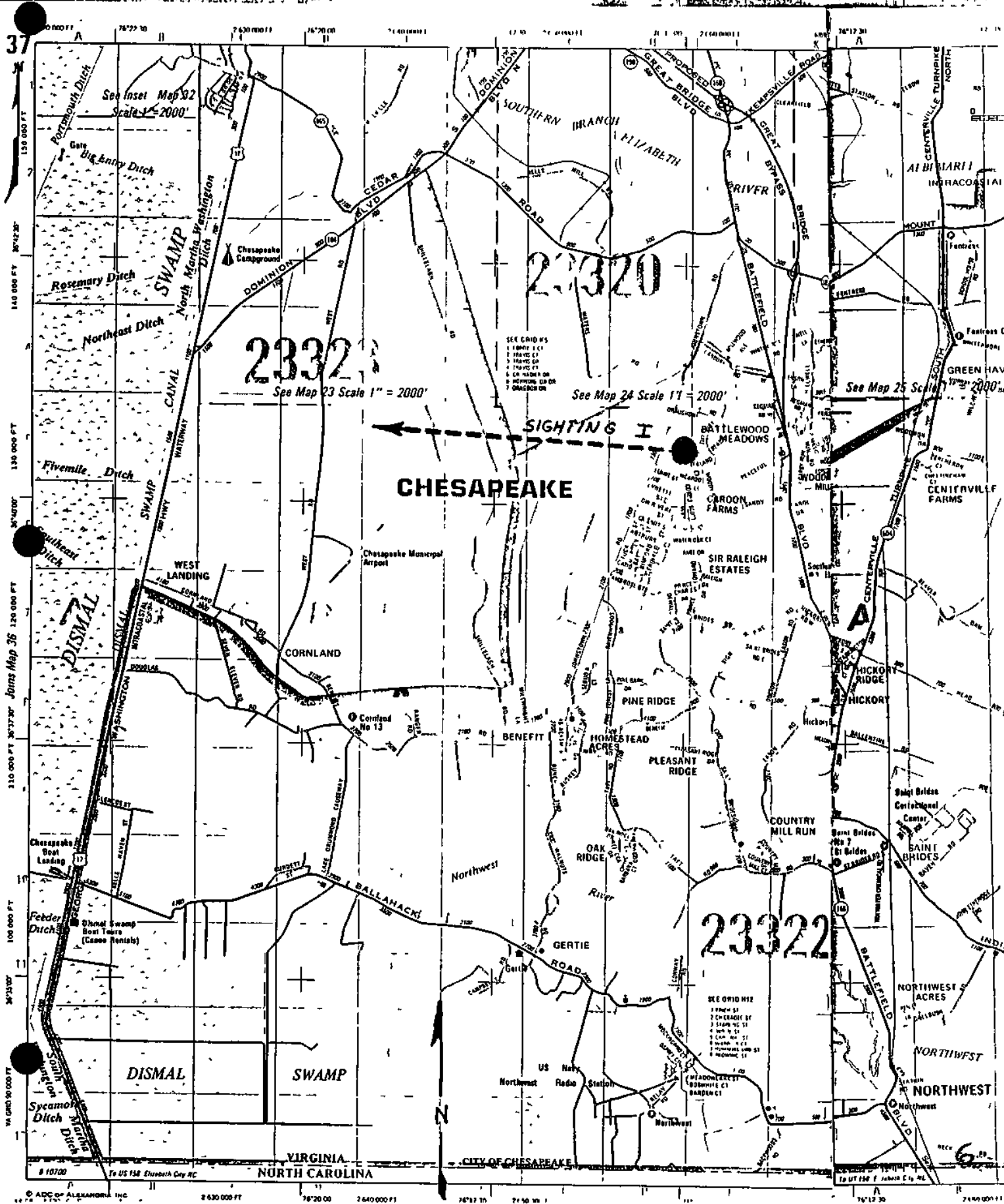




● ← UFO SIGHTING

----- CITY BOARDER LINES

▨▨▨▨ GREAT DISMAL SWAMP



37

150 000 FT  
140 000 FT  
130 000 FT  
120 000 FT  
110 000 FT  
100 000 FT  
90 000 FT  
80 000 FT  
70 000 FT  
60 000 FT  
50 000 FT  
40 000 FT  
30 000 FT  
20 000 FT  
10 000 FT

76°22'30" 76°20'00" 76°17'30"

23320  
See Map 23 Scale 1" = 2000'

23320

See Map 24 Scale 1" = 2000'

See Map 25 Scale 1" = 2000'

SIGHTING I

CHESAPEAKE

23322

SEE GRID #12  
1 FIVE 11  
2 CHESAPEAKE  
3 STANLEY  
4 LAMAR  
5 LAMAR  
6 LAMAR  
7 LAMAR  
8 LAMAR

POLICE REPORT FILED BY OFFICER J.A. WIDDIFIELD

Nature of Event <i>UFO Sighting</i>				1. Offense Category <i>9700</i>	2. Incident Number <i>23,030</i>
9. Location <i>356 Peaceful Pk.</i>				Times	
Complainant Name <i>Odie Opie</i>			Comp. Phone No. <i>482-3660</i>		
Complainant Address					
10. District <i>210</i>	11. Car No. <i>216</i>	12. Off. No. 1 <i>164</i>	13. Off. No. 2	Officers Notified	
				Sgt.	
				Lt.	
				Capt.	
1. <input type="checkbox"/> Accident Report Made	6. <input type="checkbox"/> Warrant Advised	11. <input type="checkbox"/> Offense Report Made?		7. Date <i>4/9/88</i>	8. Day of Week <i>7</i>
2. <input type="checkbox"/> Arrest Made	7. <input type="checkbox"/> Cancelled By Radio	12. <input checked="" type="checkbox"/> Other <i>ob</i>		CG-18, 86	
3. <input type="checkbox"/> No Report Necessary	8. <input type="checkbox"/> False Call				
4. <input type="checkbox"/> Special Detail	9. <input type="checkbox"/> Unable to Locate				
5. <input type="checkbox"/> Advice Given	10. <input type="checkbox"/> Clear On Arrival				

A son & son-in-law, wife & approx teenage son, observed a light in the NE sky, which at first, to me, appeared to be a star. The complainant said that a similar object came from the general direction of the by-pass and appeared to attempt to link up with the afore mentioned light, and then disappeared. While communicating with Sgt. Freeman & Capt. Zoepke by telephone, the light dropped decidedly lower. Within 15 minutes the light was below the horizon. The light exhibited no lateral movement and was indeed mysterious!

*J.A. Widdifield*  
4-164

*J.A. Widdifield*

LOCAL NEWS

# Bright UFOs hovered near home, couple say

By Judi Tull  
Correspondent

CHESAPEAKE — As she prepared for bed Saturday night, Joyce Ogle looked out the window of her home on Peaceful Road. She has lived there six years and has looked out that window countless times.

This time, though, she saw something large and exceedingly bright, a glowing object in the western sky. It hovered just over the tree line. She shouted to her husband, Odie.

As he ran outside to look, Joyce Ogle called police.

The object was silent and still, similar to the nearer planets that glow so brightly in the spring sky, Odie Ogle said.

But this object seemed to give off a variety of colors — red, green, orange and

yellow. They were "like Christmas tree lights," he said, and it appeared to have a canopy of white lights above it.

"All of a sudden, a second one rose up from behind the tree line," Odie Ogle recalled. "It seemed to try to link up with the first one. They hovered together for a couple minutes. I ran in the house to get my wife."

By the time the Ogles returned to their yard, the second object had disappeared. Only the first remained, silent and still.

They stood on their lawn, transfixed by the object that hovered over the woods, as they waited for police.

Officer J.A. Widdifield, a 16-year veteran of the Chesapeake Police Department, said he was skeptical when he received the call to investigate a UFO sighting about 10:15 p.m.

"In 16 years, I've had a fair number of these calls," he said. "I figured it would turn out to be nothing."

When he left the Ogles' home about 11:30 p.m., he was less skeptical.

"I've seen a lot of phenomena, but nothing like this," Widdifield said.

He also said the biggest difference between this UFO call and others to which he has responded in the past is that "these people are not kooks. They seem sane and sober. I was very impressed with them and their seriousness."

No other sightings were reported to police. Officials at Naval Air Landing Field Fentress, Chesapeake Municipal Airport and Naval Security Group Northwest said they could not explain the sighting, which was not confirmed by pilots from any area airports or naval airfields.

When Widdifield arrived at the Ogles' house, the Ogles had been joined by David Adair, a 15-year-old neighbor who watched with the couple for more than an hour.

Widdifield said he initially thought he was seeing a bright star.

"I still didn't think it was much of anything, so I went in to call headquarters," he said.

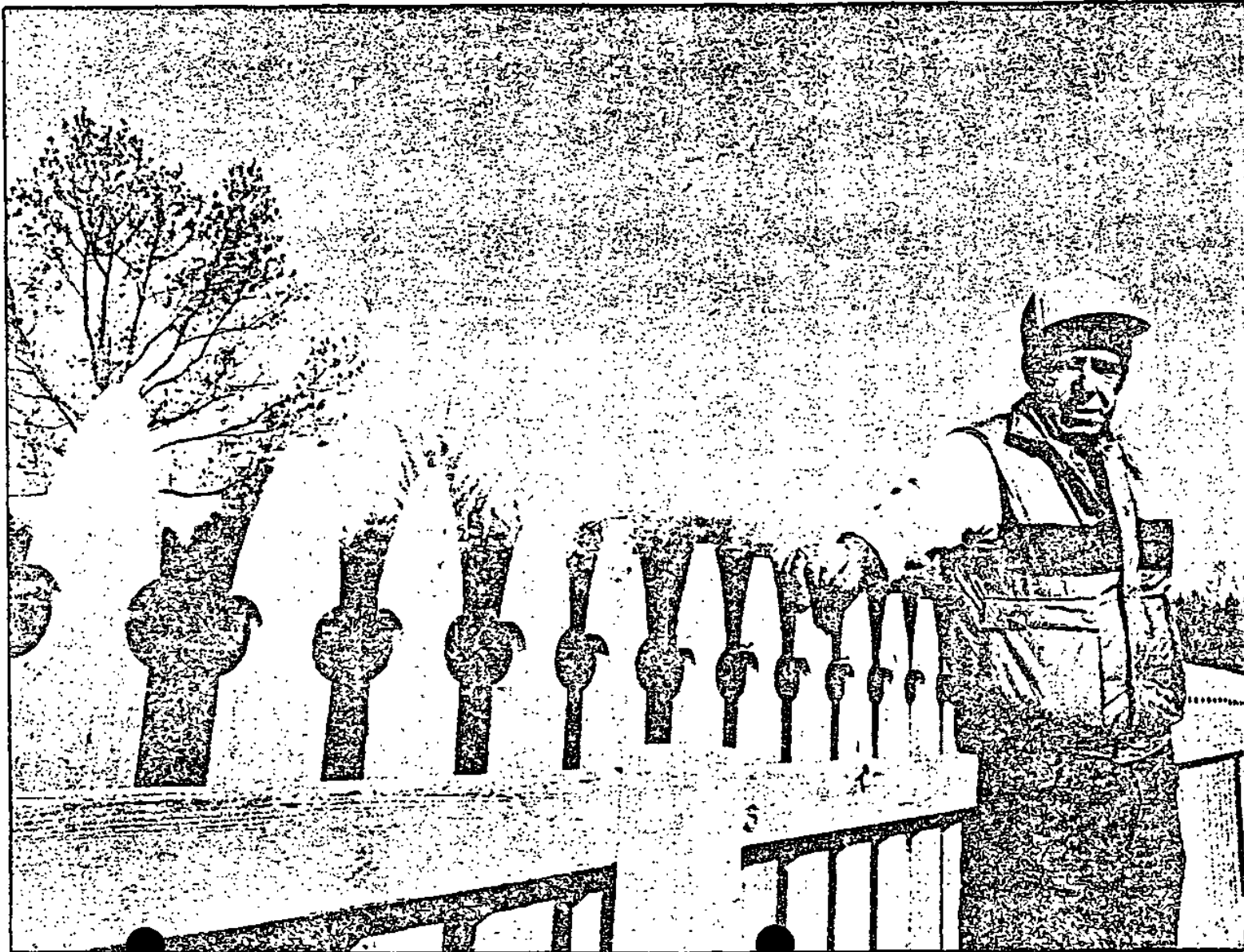
When he went back outside, the object had moved noticeably lower in the sky.

When he returned, the object was gone. The Ogles told him it had descended slowly behind the treeline, almost 90 minutes after it was sighted.

The Ogles were not upset by the sighting but remain curious.

"I think I may get a telescope and keep watching," Odie Ogle said. "I'd like to see if we can't figure out what this is."

# UFO sightings aren't new to area



By Judi Tull  
Staff writer

*Star light, star bright ... first star I've seen tonight.*

*Wish I may, wish I might ... See a real UFO tonight.*

It's been two weeks since Odie Ogle and his wife, Joyce, reported seeing an unidentified flying object over the trees near their home on Peaceful Road, off Battlefield Boulevard in Chesapeake.

They have lived in that house for six years, but it was the first time they had ever seen anything quite like *that* in the sky.

Officer Jim Whiddifield, a 16-year veteran of the Chesapeake Police Department, has responded to lots of calls from people who have reported strange phenomena in the sky. But Whiddifield said he had never seen anything quite like *that*, either.

Hanging in the western sky for an hour and a half on a Saturday night, the UFO had red, green, orange and yellow lights with a canopy of white lights above it.

Odie Ogle saw another object rise above the tree line and attempt to link up with the first. When he went to the house to tell his wife, it disappeared. The first one remained.

UFO aficionados in Chesapeake responded to the news with an interested sigh and skyward craning of their necks.

Here we go again.

Yes indeed. This stuff has been going on for about 175 years out here.

Believe it or not, the first UFO

Staff photo by MARTIN SMITH-RODDEV

Odie Ogle and his wife, who watched a mysterious object above their trees, are the latest to report area UFO sightings.

Please see UFO, Page 13

# UFO

*continued from Page 16*

in American history was reported over what is now Chesapeake.

Edward Hansford operated the Washington Tavern on London Street in Portsmouth in 1813. On the night of July 25, Hansford and John L. Clark from Baltimore watched a ball of fire as full and as large as the sun dart and weave over Norfolk County.

Hansford wrote to Thomas Jefferson about the strange object a few days later, and that letter turned up last year in the Jefferson Papers in the Library of Congress.

We've had well-documented modern UFO sightings for just about as long as we've been a city, and the area around us has been known as one of the most interesting locales in UFO literature.

Another early UFO sighting, now considered a classic by the people who study these things, took place just off the coast of Hampton Roads.

Two Pan American Airlines pilots encountered a swarm of bright red discs about 2,000 feet below them as they passed between Norfolk and Newport News

on July 14, 1952. The discs also were seen by people on the ground.

More than 35 years later, that sighting remains unexplained.

In the late 1960s, a spate of reports of UFOs in Virginia Beach, Norfolk and Portsmouth, as well as in Chesapeake, sent citizens scurrying to buy telescopes for sky-watching.

In 1967, a Chesapeake man reported to the FBI that he had been abducted by aliens who took him on their craft, performed medical examinations on him, and then dumped him out before taking off to wherever they had come from.

In July 1972, two women reported a UFO in the area of the former South Drive-In on Camostella Road. They said it looked like a lighted ferris wheel lying on its side and turning slowly. It was so close that they could see the windows.

And the recent Peaceful Road sighting wasn't the first for that neighborhood.

In January 1980, more than a dozen residents in the area reported a bright, white light hovering in the sky. It was four or five times larger than an average star, they said. When they looked at it through binoculars, they saw small pinpricks of red, green, yellow and orange lights.

One man who was driving on Battlefield Boulevard toward a relative's house claimed that the celestial object, followed him a short distance, hovering over his

car. Large and round and saucer-shaped, it eventually moved off along Hillwell Road.

Bob Hitt, director of the Chesapeake Planetarium, makes his living watching the sky.

What does he think about this?

The planet Venus, he said, accounts for a lot of the reports. It hangs low in the western sky during the early months of the year. By spring, it is exceedingly bright and appears to be the biggest thing in the sky.

When you look at it through binoculars or a telescope, you'll see colors. Red. Green. Yellow. It's an atmospheric mirage, churned up by the thick, turbulent atmosphere between Venus and the viewer's eyes.

The fact that this bright, glowing object often disappears while being watched is indicative of the natural phenomena that we so often forget: the earth rotates. Venus "disappears" the same way the sun "disappears" at dusk.

On the other hand, Hitt says he can't believe that this earth of ours is the only possible planet in what he calls "that vast neighborhood of space" where life can be sustained. And if life can be sustained, they can build space ships.

And if they can build space ships, they can find us.

And it makes perfect sense that once they got into our neighborhood, their first question would be, "Yo! Where's Chesapeake?"

Hope they brought their own water.



SIGHTING II

WITNESSES:

ABBEY PEGRAM

LINDA PEGRAM

WILLIAM PEGRAM

TOMMY LANGSTON

OFFICER ROBERT H. LUNSFORD

LOCATION:

CHURCHLAND SECTION OF CHESAPEAKE, VA.

ON APRIL 25th, 1988 AT ABOUT 10:30 P.M. THE PEGRAM FAMILY WERE NEARING THEIR HOME IN THEIR CAR ,WHEN ABBEY PEGRAM POINTED OUT A "BIG RED THING UP IN THE SKY". LINDA PEGRAM HER MOTHER, THEN NOTICED THE OBJECT HOVERING ABOVE SOME HOUSES. LINDA THEN CALLED HER HUSBAND WILLIAM TO LOOK AT THE VERRY BRIGHTLY LIGHTED HUGE ORB. LINDA DESCRIBED THE OBJECT AS AN OVOID SHAPE OF WHAT LOOKED TO BE FLUORESCENT METAL SUROUNDED ON HALF IT,S RIM WITH VERRY BRIGHT RED LIGHTS, AND ON THE OTHER HALF IT,S RIM WITH EXTRA BRIGHT BLUE LIGHTS.THE OBJECT BEGAN TO MOVE OFF WITH THE RED LIGHTED RIM LEADING AND THE BLUE LIGHTED RIM FOLLOWING. THE PEGRAMS CALLED THE POLICE AND THEN FOLLOWED THE OBJECT DOWN PEPPERCORN DRIVE AND TAYLOR ROAD WHERE OFFICER LUNSFORD,RESPONDING TO THE CALL, SAW THE OBJECT AND GAVE CHASE TILL THE OJECT SUDDENLY MOVED OFF GAINING SPEED AND DISAPPEARED OVER THE WESTERN HORIZON

AT THE SAME TIME AS THE PEGRAMS REPORTED SEEING THE OBJECT AND LESS THAN A BLOCK AWAY TOMMY LANGSTON WAS USING A FLASHLIGHT TO READ THE PRESSURE GAUGE ON A FIRE HYDRANT HE WAS TESTING FOR THE CITY, WHEN A BRIGHT LIGHT SHINED DOWN ON HIM JUST ABOVE HIS HEAD. TOMMY SAID THE LIGHT WAS SO BRIGHT THAT HE NO LONGER NEEDED HIS FLASHLIGHT TO READ THE GAUGE. HE AT FIRST, THOUGHT SOMEONE WAS PLAYING A TRICK ON HIM BECAUSE HE READ ABOUT THE REPORT OF A U.F.O. JUST A WEEK BEFORE THIS ONE,AND CALLED THE POLICE. BUT AS IT MOVED SLOWLY OFF AND HE WAS NOT DIRECTLY UNDERNEATH IT,HE SAW THE HUGE MULTI LIGHTED. ALL THE WITNESSES HEARD NO SOUNDS COMMING FROM THE OBJECT.

*Timothy M. Goddard*

FIELD INVESTIGATOR TRAINEE

TIMOTHY M. GODDARD

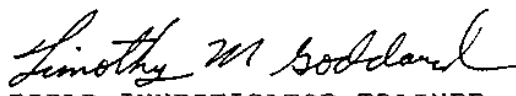
SIGHTING II

I INTERVIEWED POLICE OFFICER ROBERT H. LUNSFORD ON JULY 28th, 1988. IT WAS DURING HIS LUNCH HOUR, AND WITH THE LIMITED TIME HE STILL FILLED OUT THE STANDARD M.U.F.O.N. SIGHTING FORMS. BEFORE BECOMING A POLICE OFFICER, HE SERVED WITH THE NAVY AS A CRYPTOGRAPHER. HE KNOWS THIS OBJECT WAS NOT ANY KNOWN CIVILIAN OR MILITARY AIRCRAFT. HE SAID HE ONLY NOTICED THE RED LIGHTS, BUT THEY WERE SO BRIGHT THAT THEY REFLECT OFF THE ROAD SURFACE FROM WHAT HE ESTIMATED TO BE AN ALTITUDE OF ONE THOUSAND FEET.

I INTERVIEWED LINDA PEGRAM ON JUNE 29th, 1988. SHE AND HER HUSBAND WILLIAM OWN A ROOFING AND CONSTRUCTION BUSINESS. SHE SAID THEY WOULD CONSIDER ANY PUBLICITY TO BE DETRIMENTAL TO THEIR LIVELIHOOD. YET SHE FILLED OUT THE STANDARD FORMS. SHE HAD NOT READ OR HEARD ANYTHING ABOUT THE PREVIOUS SIGHTING BEFORE THIS ONE. SHE ALSO EXPRESSED INTEREST IN THE PHENOMENA AND I GAVE HER MY COPY OF THE 87 SYMPOSIUM TO READ.

TOMMY LANGSTON IS A MECHANIC WORKING FOR THE CITY WATER WORKS OF CHESAPEAKE, VIRGINIA. HE PREFERRED NOT TO FILL OUT THE STANDARD FORMS AND DID NOT SEEM TO ADD ANY NEW OR DIFFERENT ASPECTS TO THE SIGHTING.

ALL OF THE WITNESSES I HAVE INTERVIEWED IN THIS MATTER SEEMED TO BE STABLE AND RELIABLE INDIVIDUALS. THEY HAVE NOTHING TO GAIN AND PLENTY TO LOSE BY THIS. I BELIEVE THEY ARE TELLING THE TRUTH.

  
FIELD INVESTIGATOR TRAINEE  
TIMOTHY M. GODDARD





UFO SIGHTING QUESTIONNAIRE GENERAL CASES (FORM 1)

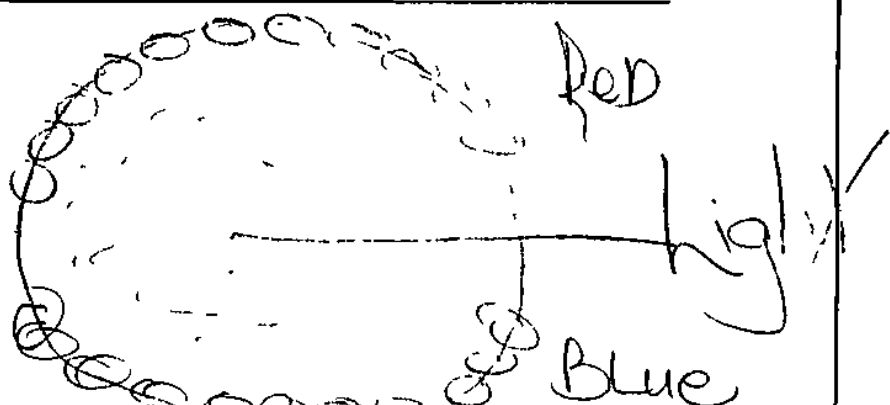
PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TIMOTHY MAXWELL GODDARD  
STREET ADDRESS: 3300-A S73 RD STREET PHONE A/C 804 / 247-1701  
TOWN/CITY: NEWPORT NEWS STATE: VA. ZIP CODE 23607 COUNTRY U.S.A.

PLACE OF SIGHTING

VA. CHURCHLAND COUNTY CHESAPEAKE U.S.A.  
STATE/PROVINCE COUNTRY CITY/TOWN

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) Riding in car w daughter & husband  
 2) Daughter asked - what was that?  
 3) Airplane  
 4) lights, hovering action, size & shape made us realized not a plane  
 5) Hovering - almost round lights on front & back  
 6) Disappeared very rapidly

(Continue narrative on reverse side)

SIGHTING TIME

10:30 PM ( ) AM ( ) ZONE EST  
DURATION SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

2.25 DAY 4 MONTH 88 YEAR

Figure 1A



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: \_\_\_\_\_ MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: \_\_\_\_\_ COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: \_\_\_\_\_ DURING SIGHTING? \_\_\_\_\_ AFTER? \_\_\_\_\_

WITNESS' NAME: LINDA F. PEGRAM AGE: 37

STREET: 4509 MICHAEL THOMAS CR.

TOWN/CITY: CHESAPEAKE PHONE: \_\_\_\_\_

PROVINCE: VIRGINIA COUNTRY: U.S.A.

OCCUPATION: \_\_\_\_\_

EMPLOYED BY: \_\_\_\_\_

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 Residential

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 less 1000ft )

( 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(  ) WHICH WAS 1000ft 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 oval COLOR(s) white )

( A LIGHT ( ) NUMBER OF \_\_\_\_\_ SHAPE OF \_\_\_\_\_ COLOR(s) \_\_\_\_\_ )

DESCRIBE: SOUND \_\_\_\_\_ 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 \_\_\_\_\_ 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? 3 DID ANY OTHER AGENCY CONTACT YOU? 10

PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Linda F. Pegram  
SIGNATURE OF OBSERVER

YOU MAY ( ) MAY NOT (  ) USE MY NAME

DATE THIS FORM SIGNED 6-29-88  
DAY MONTH YEAR

Figure 1B



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

DATE OF INVESTIGATOR'S REPORT 6 29 88  
year month day

INVESTIGATOR Timothy Goodard pm  
name

DATE OF SIGHTING 88 4 25 10 30 (24 Hour Clock)  
year month day hour minute

TIME IS STANDARD  DAYLIGHT SAVING \_\_\_\_\_ GMT \_\_\_\_\_

IF DATE IS UNCERTAIN, USE SEASON/MONTH/WEEK/TIME OF DAY ESTIMATE ON FORM 2.

WEATHER CONDITIONS FAIR

LOCATION FEATURES: (CIRCLE) CITY, FIELD, MINE, YARD, DESERT, SAND, NUCLEAR, CEMETERY, ROAD, FACTORY, OCEAN, LAKE, POND, RIVER, RIVER BANK, WOODS, HILL, MOUNTAIN.

PRIMARY WITNESS IN: (CIRCLE) CAR, BOAT, AIRPLANE, OTHER \_\_\_\_\_ (CIRCLE)

SIGHTING LOCATION: CITY OR TOWN Chesapeake NEARBY, \_\_\_\_\_ KM, \_\_\_\_\_ MILES, \_\_\_\_\_ (DIRECTION), STATE OR PROVINCE \_\_\_\_\_ NATION \_\_\_\_\_

NUMBER OF WITNESSES: 3

PRIMARY WITNESS' NAME Linda & Willie Pegram  
DM 38 Confidential in UFOCAT  
SEX DE AGE 37 OCCUPATION Dinner - Business - Pegram's Sons, VA

BALANCE OF WITNESSES: (CIRCLE) SPOUSE, SON, DAUGHTER, MOTHER, FATHER, CO-WORKERS, ADULTS, TEEN-AGED, CHILDREN

PHOTO OF UFO TAKEN? No RADAR CONFIRMATION? No

IS THIS SIGHTING A CLOSE ENCOUNTER? YES \_\_\_\_\_ NO

IF NO: A STATIONARY OBJECT OR LIGHT \_\_\_\_\_, MOVING IN A STRAIGHT LINE \_\_\_\_\_, STOPPED OR TURNED ONCE \_\_\_\_\_, STOPPED OR TURNED MORE THAN ONCE \_\_\_\_\_, OBJECT SHAPE OVAL

IF YES: EFFECTS NOTED: TRACES \_\_\_\_\_, ELECTRICAL \_\_\_\_\_, ABDUCTION \_\_\_\_\_, MISSING TIME \_\_\_\_\_, PHYSIOLOGICAL EFFECTS ON WITNESS \_\_\_\_\_, ANIMALS AFFECTED \_\_\_\_\_, LASTING INJURY TO WITNESS \_\_\_\_\_, WAS THIS A LANDING \_\_\_\_\_, WERE THERE ENTITIES \_\_\_\_\_ OTHER COMMENTS \_\_\_\_\_

NUMBER OF UFOs SIGHTED 1

DURATION OF SIGHTING: \_\_\_\_\_ HOURS, 10 MINUTES, \_\_\_\_\_ SECONDS

SIZE OF UFO: \_\_\_\_\_ DEGREES OF FUNCTION OF A DEGREE  
75 FEET, 25 METERS OF MAJOR DIMENSION

FOR SIGHTINGS OVER OCEANS, LIST COORDINATES: LATITUDE \_\_\_\_\_ LONGITUDE \_\_\_\_\_

Figure 2



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLACE OF SIGHTING

VA CHURCHLAND STATE/PROVINCE

CHESAPEAKE CITY/TOWN

USA COUNTRY

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TIMOTHY MAXWELL GODDARD

STREET ADDRESS: 300-A 73 RD STREET PHONE: A/C 804/247-1701

TOWN/CITY: NEWPORT NEWS STATE: VA ZIP CODE: 23607 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.)

SIGHTING TIME

10:30 PM 09 AM ( ) ZONE: EST HRS ( )

DURATION: SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

25 DAY

4 MONTH

88 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) SITTING ACROSS THE STREET, WATCHING FOR A UFO

2) BRIGHT RED LIGHTS

3) UNKNOWN

4) SURPRISING TO SEE ANYTHING AND I ATTEMPTED TO FOLLOW IT WHEN IT LEFT, HOWEVER IT TOOK OFF RAPIDLY

5) OBJECT WAS ANGLED UPWARDS, APPROX 25 YDS WIDE VERY BRIGHT RED LIGHT.

(Continue narrative on reverse side)

Figure 1A



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CELLING: \_\_\_\_\_

EDUCATION: \_\_\_\_\_

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: **CRYPTOGRAPHY - NAVY**

VISION: COLORBLIND? ( ) EYEGASSES? ( )

HEARING: GOOD? ( ) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? \_\_\_\_\_ AFTER? \_\_\_\_\_

WITNESS' NAME: **ROBERT H. LUNSFORD** AGE: \_\_\_\_\_

STREET: **1902 CANDELIGHT DR**

TOWN/CITY: **CHESAPEAKE** PHONE: **804 424-9125**

PROVINCE: **VA** COUNTRY: **USA**

OCCUPATION: **FIELD TRAINING INSTRUCTOR**

EMPLOYED BY: **CHESAPEAKE POLICE DEPT.**

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( ) 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 WEST LAST SEEN IN WEST 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 \_\_\_\_\_ 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 wide COLOR(s) \_\_\_\_\_ )  
( A LIGHT (  ) NUMBER OF 3 dots SHAPE OF U COLOR(s) Blue/Red )

DESCRIBE: SOUND None SMELL \_\_\_\_\_ SPEED extremely fast

REAL SIZE: ( LARGER ( ) SMALLER ( ) SAME SIZE ( ) AS THE OBJECT LISTED BELOW )  
( BASKETBALL ( ) COMPACT CAR ( ) STANDARD CAR ( ) HOUSE ( ) OTHER 25-40S )

APPARENT SIZE: ( HOW MANY TIMES LARGER (  ) OR SMALLER ( ) IF PUT IN THE SKY BESIDE OBJECT BELOW? )  
( 3 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? 3 DID ANY OTHER AGENCY CONTACT YOU? \_\_\_\_\_

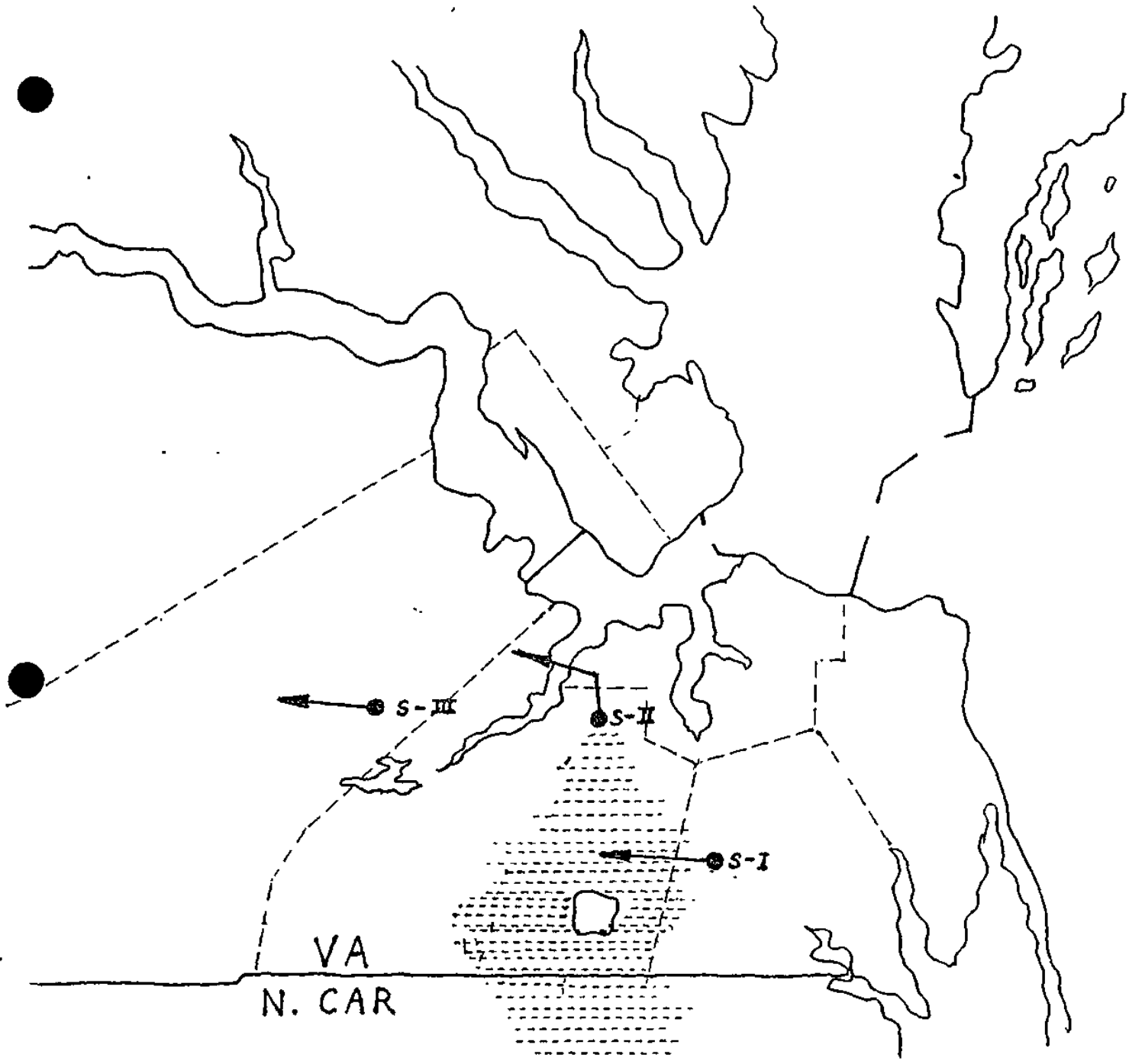
PLEASE PROVIDE THE NAMES/ADDRESSES/PHONE NUMBERS OF OTHER WITNESSES AND/OR INVESTIGATORS OR AGENCIES ON SEPARATE SHEET IF APPLICABLE AND KNOWN.

Robert H Lunsford  
SIGNATURE OF OBSERVER

YOU MAY (  ) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 7 28 88  
DAY MONTH YEAR

Figure 1B



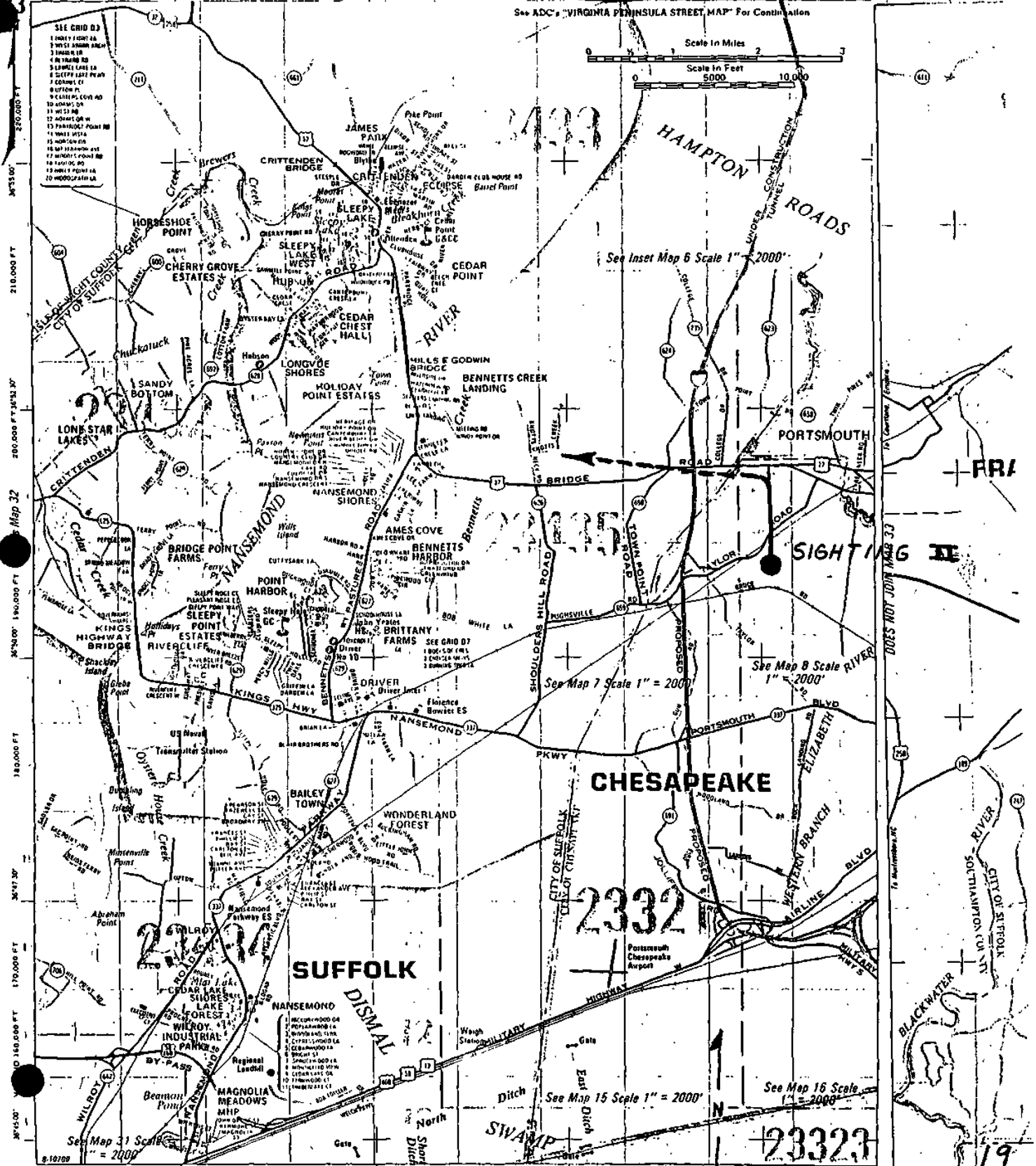
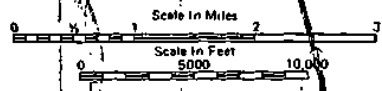
● ← UFO SIGHTING

----- CITY BORDER LINES

⋯⋯⋯ GREAT DISMAL SWAMP

2,510,000 FT 2,560,000 FT 2,610,000 FT 2,660,000 FT 2,710,000 FT 2,760,000 FT 2,810,000 FT 2,860,000 FT

See ADC's "VIRGINIA PENINSULA STREET MAP" For Continuation



Map 32  
Map 31  
Map 7  
Map 15  
Map 16  
Map 8  
Map 6

- SEE GRID D3
- 1 SLEEPY HOLLOW RD
  - 2 SLEEPY HOLLOW RD
  - 3 SLEEPY HOLLOW RD
  - 4 SLEEPY HOLLOW RD
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  - 20 SLEEPY HOLLOW RD

8-10209

Assigned 4-26-88

Todd

E-102

Other

CHESAPEAKE POLICE OFFENSE REPORT			1. Complaint# 88-26884	
2. Type of Offense U.F.O. SIGHTING	3. Offense Code 9700	4. Officers Name & No. R. H. LUNSFORD U-631		
5. Date Report Taken 4/25/88	6. Time Report Taken 11:45 PM	7. Assigned Dist. 240	8. Report Dist. 240	
9. Location and Address of Offense: PEPPERCORN DR - TAYLOR RD				
10. Date of Offense 4/25/88		11. Time of Offense (or between) APPROX 11:10 PM		
12. Complainant Name LINDA PEGRAM		13. Home Phone 474-0602 Bus. Phone NONE		
14. Complainant Address 4509 MICHAEL THOMAS CT		Bus. Address NONE		
15. Victim N/A		16. Victims Phone Bus. Phone -		
17. Victims Address				
Bus. Address				
18. Personal Information on Victim				
D. O. B.:	Sex:	Build:	HT:	
Age:	Race:	Hair:	Eyes:	
Occupation:		Dress:		
		Data Processing		
19. Description of the Offense:				
ON MONDAY EVE, TIME / DATE LISTED				
ABOVE, I WAS DISPATCHED TO THE AREA OF PEPPERCORN / TAYLOR RD				
IN REFERENCE TO A U.F.O. SIGHTING. UPON ARRIVING TO TAYLOR RD				
FROM PEPPERCORN DR, I OBSERVED A UNKNOWN TYPE OF AIRCRAFT. THE				
AIRCRAFT WAS APPROX 25 YDS IN DIAMETER. IT WAS ROUND AND BRIGHT RED				
LIGHTS IN A CIRCLE AROUND THE BOTTOM. IT SEEMED TO BE ANGLED SINCE				
I COULD SEE THE BOTTOM AREA COMPLETELY. THE CRAFT HOVERED MOTIONLESS				
FOR A FEW SECONDS OVER THE HOUSE ON TAYLOR RD. THE AIRCRAFT TOOK OFF				
Additional description/property on reverse. [X]				
22. Stolen or Missing Items:				
Type of Item	Brand Name	Serial Number	Est. Value	
N/A	-	-	-	

PENDING INACTIVE



SUFFOLK, WITHIN APPROX  
10 SECONDS THE AIRCRAFT WAS OUT OF SIGHT. THE AIRCRAFT WAS NO  
MORE THAN A 1000 FT WHEN IT HOVERED ABOVE THE GROUND.

THE COMPLAINANT WAS CONTACTED AT HOME. SHE ORIGINALLY  
OBSERVED THIS AIRCRAFT AT 10:30 P.M. IN THE MIARS FARM SUBDIVISION.  
SHE FOLLOWED THE CRAFT AND THE LIGHTS WERE RED AND SOME  
BLUE LIGHTS ON THE LARGE ROUND CRAFT. SHE LAST SAW THE  
CRAFT HEADING TOWARDS THE DIRECTION OF SUFFOLK.

SHORTLY AFTER THE CRAFT TOOK OFF, I SAW A CITY PUBLIC  
UTILITIES TRUCK. ABOUT A 1/2 MILE AWAY ON TAYLOR RD, THE DRIVER  
WAS TOMMY LANLSTON, 547-6189. I ASKED HIM IF HE SAW  
ANYTHING UNUSUAL. HE REPORTED THAT AT 11:00 P.M. HE WAS OUTSIDE  
OF HIS TRUCK AT THE INTERSECTION OF DARDEN ST AND COLUMBIA ST  
(NEAR TAYLOR/PEPPERMAN) WHEN A VERY BRIGHT WHITE LIGHT SHINED  
ON HIM FROM A FEW FEET ABOVE HIM. HE STATED IT WAS ONLY THERE  
FOR A FEW SECONDS AND HE COULDN'T TELL WHAT IT WAS DUE TO THE  
BRIGHT LIGHT.

FORTMOUTH PD. HELICOPTER WAS NOT UP DURING THIS TIME SUFFOLK  
PD. WAS UNAWARE OF ANY SIGHTINGS. NORFOLK INT AIRPORT HAD NO FLIGHTS  
IN THE AREA AND NOTHING SHOWED UP ON RADAR FOR OUR AREA. NORFOLK  
NAVAL SAYS THERE WERE POSSIBLY E-2'S AIRCRAFT IN THE AREA BUT THEY  
COULD NOT CONFIRM. THE OBJECT THIS UNIT OBSERVED WAS NOT A G-2  
HAWKEYE AND I'M FAMILIAR WITH THE E-2. IT IS UNCERTAIN WHAT  
TYPE OF AIRCRAFT THIS UNIT OBSERVED.

USFC (CENTRAL HOT-LINE WAS NOTIFIED) (NEW PHONE NUMBER  
1-206-722-3000)

LOCAL NEWS

# Chesapeake has a second close encounter

By Charlise Lyles  
Staff Writer

CHESAPEAKE — "What's that big red thing up in the sky?" 3-year-old Abbey Pegram asked her mother and father as they drove down Bruce Road in Western Branch about 10:30 p.m. Monday.

"My husband said, 'That's a plane,' without really looking," Linda Pegram, 36, said today. "But I looked up and said, 'That's not a plane.'"

What Pegram saw was a huge orb hovering, seemingly motionless above houses, she said. "It had red lights in the front and blue lights in the back and the middle seemed be a fluorescent metal," Pegram said.

And when the orb began to move, the Pegrams followed it down Peppercorn Drive and Taylor Road to High Street West. "It was headed toward the James River Bridge. Then it disappeared instantly," Pegram said.

Less than a block away, police Officer Robert Lunsford and a city utility worker said they saw the same thing: the second UFO sighted here in less than two

*“I don't think it was an alien space ship, and I don't believe in UFOs, but I can't think of any other explanation for what was out there.”*

**Officer Robert Lunsford**

weeks. On April 9, southern Chesapeake residents and another police officer said they observed for more than an hour a strange object in the sky glowing red, green, orange and yellow.

Area air traffic controllers and air bases could offer no explanation for the colorful glow. Lunsford telephoned the Norfolk Naval Base, Langley Air Force Base, Norfolk International Airport, Portsmouth Police

Department and several other agencies.

No one could supply an answer, Lunsford said.

At 10:30 p.m. Monday, Tom Langston, a city utility worker, telephoned police dispatchers to report that "something came from overhead with real bright lights and was blinding him," Lunsford said. Langston was working on a sewage project on Darden and Columbia Streets several blocks from where the Pegrams spotted the object.

"At first I thought it was a joke," said Lunsford. "Someone who had read about the UFO spotted a couple of weeks ago, trying to pull a prank."

But when Lunsford arrived at Taylor and Peppercorn, he saw what Langston had seen.

"I was kind of stunned that there was actually something there," said Lunsford. "It was about 25 yards in diameter and the bottom was surrounded by bright light. It was still. Then it took off in a split and disappeared toward Suffolk."

"It was bizarre. I don't think it was an alien space ship, and I don't believe in UFOs. but I can't think of any other explanation for what was out there."

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UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLACE OF SIGHTING

CITY/TOWN: Isle of Wright COUNTY: U.S.

STATE/PROVINCE: Virginia

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: TIMOTHY M. GODDARD

STREET ADDRESS: 300-A 73 RD STREET PHONE: A/C 804/247-1701

TOWN/CITY: NEWPORT NEWS STATE: VA ZIP CODE: 23607 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.)

SIGHTING TIME

PH ( ) AM 08 ZONE ES

DURATION 5 SEC ( ) MIN ( ) HRS ( )

DATE OF SIGHTING

DAY 28 MONTH 10 YEAR 88

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?

*At the time of the sighting I was hunting in Isle of Wright county. I was standing on the edge of the woods when I noticed an object come up out of a adjoining feild, IT rose up in a manner I have never seen before, IT started up in a wobbling flight something like IT could not be controlled IT did this until IT reached tree top level and then IT just hovered there for a few seconds; when I seen IT I was not sure what it was but upon watching further I was now convinced IT was neither a plane nor a helicopter, The craft after hovering for a few seconds started toward me; I was not scared but amazed by IT because I never had witnessed anything like it before, AS the craft approached, IT made no noise as it came directly over me except for a very light humming noise, I finally lost sight of it as dipped behind the trees.*

(Continue narrative on reverse side)

Figure 1A



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: High School

DEGREE: \_\_\_\_\_

MAJOR: \_\_\_\_\_

SPECIAL TRAINING: Sheet metal & Welding

VISION: 20/20 COLORBLIND? ( ) EYEGLASSES? ( )

HEARING: COOPE? ( ) PAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING excellent AFTER excellent

WITNESS NAME: Terry W. Pose AGE: 19

STREET: 2205 Kaywood Ave.

TOWN/CITY: Chesapeake PHONE: 545-2156

PROVINCE: VA. COUNTRY: U.S.

OCCUPATION: Ad Services AT Virginia Pilot

EMPLOYED BY: Virginia Pilot The Loggar Star

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 I seen the object

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 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 400 yds. UFO ALTITUDE: WHEN CLOSEST TO THE GROUND 50 FT.

UFO PASSED: ( ) IN-FRONT-OF Terry Pose WHICH WAS 400 yds. 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 oval COLOR (a) \_\_\_\_\_  
( ) A LIGHT (✓) NUMBER OF 1 or 7 SHAPE OF round oval COLOR (a) Red & white

DESCRIBE: SOUND humming SHELL none SPEED 10 to 15

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 1/4 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 OCCUPANT? ( ) 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.

my father

Terry W. Pose  
SIGNATURE OF OBSERVER

YOU MAY (✓) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 27 10 88  
DAY MONTH YEAR

The craft hovered above the trees and then it ascended to a higher altitude. The object appeared solid and it wobbled as it rose out of the field.



UFO SIGHTING QUESTIONNAIRE - COMPUTER INPUT (FORM 2)

DATE OF INVESTIGATOR'S REPORT: \_\_\_\_\_ year \_\_\_\_\_ month \_\_\_\_\_ day

INVESTIGATOR: \_\_\_\_\_ name

DATE OF SIGHTING: 1988 OCT 8 6 0 (24 Hour Clock)  
 year month day hour minute

TIME IS STANDARD  DAYLIGHT SAVING \_\_\_\_\_ GMT \_\_\_\_\_

IF DATE IS UNCERTAIN, USE SEASON/MONTH/WEEK/TIME OF DAY ESTIMATE ON FORM 2.

WEATHER/CONDITIONS Clear bright sky.

LOCATION FEATURES: (CIRCLE) CITY, FIELD MINE, YARD, DESERT, SAND, NUCLEAR, CEMETERY, ROAD, FACTORY, OCEAN, LAKE, POND, RIVER, RIVER BANK, WOODS, HILL, MOUNTAIN.

PRIMARY WITNESS IN: CAR, BOAT, AIRPLANE, OTHER in field (CIRCLE)

SIGHTING LOCATION: CITY OR TOWN Isle of Wright NEARBY, Suffolk KM, \_\_\_\_\_ MILES, 10 E (DIRECTION), STATE OR PROVINCE VA. NATION \_\_\_\_\_

NUMBER OF WITNESSES: 2

PRIMARY WITNESS' NAME Ferry W. Rose Confidential in UFOCAT

SEX M AGE 19 OCCUPATION Ad Services messenger

BALANCE OF WITNESSES: (CIRCLE) SPOUSE, SON, DAUGHTER, MOTHER, FATHER, CO-WORKERS, ADULTS, TEEN-AGED, CHILDREN

PHOTO OF UFO TAKEN? No RADAR CONFIRMATION? No

IS THIS SIGHTING A CLOSE ENCOUNTER? YES \_\_\_\_\_ NO X

IF NO: A STATIONARY OBJECT OR LIGHT \_\_\_\_\_, MOVING IN A STRAIGHT LINE , STOPPED OR TURNED ONCE \_\_\_\_\_, STOPPED OR TURNED MORE THAN ONCE \_\_\_\_\_, OBJECT SHAPE oval

IF YES: EFFECTS NOTED: TRACES \_\_\_\_\_, ELECTRICAL \_\_\_\_\_, ABDUCTION \_\_\_\_\_, MISSING TIME \_\_\_\_\_, PHYSIOLOGICAL EFFECTS ON WITNESS \_\_\_\_\_, ANIMALS AFFECTED \_\_\_\_\_, LASTING INJURY TO WITNESS \_\_\_\_\_, WAS THIS A LANDING \_\_\_\_\_, WERE THERE ENTITIES \_\_\_\_\_ OTHER \_\_\_\_\_

COMMENTS: \_\_\_\_\_

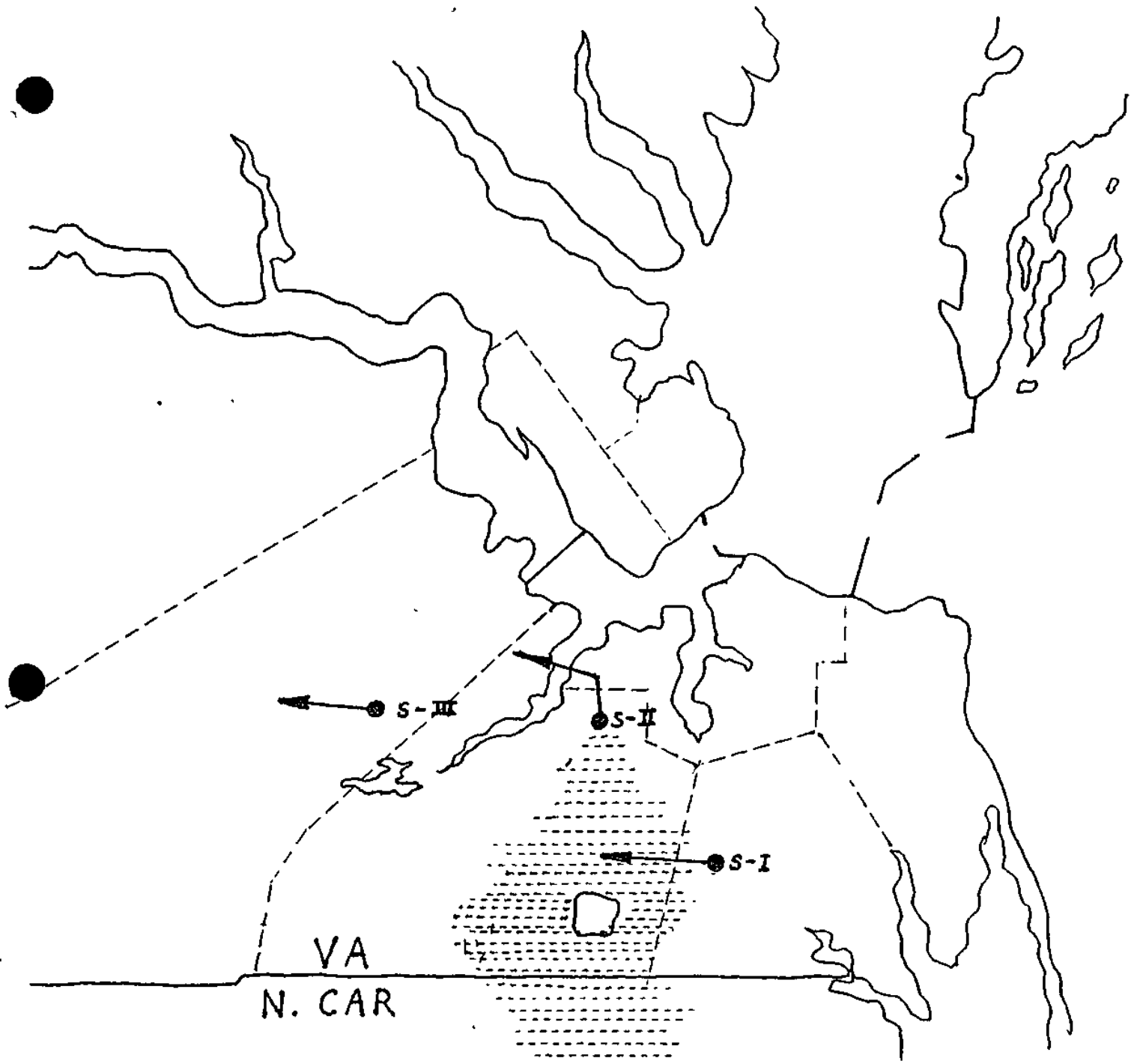
NUMBER OF UFOs SIGHTED 1

DURATION OF SIGHTING: \_\_\_\_\_ HOURS, 5 MINUTES, \_\_\_\_\_ SECONDS

SIZE OF UFO: \_\_\_\_\_ DEGREES OF FUNCTION OF A DEGREE \_\_\_\_\_ FEET, \_\_\_\_\_ METERS OF MAJOR DIMENSION

FOR SIGHTINGS OVER OCEANS, LIST COORDINATES: LATITUDE \_\_\_\_\_ LONGITUDE \_\_\_\_\_

Figure 2



● ← UFO SIGHTING

----- CITY BOARDER LINES

⋯⋯⋯ GREAT DISMAL SWAMP

---

## ***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.

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.





MI

US0911-1989-0001

*Done* *TRB*

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: 891101 Initiator: SHIRLEY COYNE

73 BORMAN

Received: 11/2/89 FLUSHING, MI 48433

The report of a claimed UFO event witnessed by DAVID WRIGHT & DONALD ALLEN on 9/11/89 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 - SS-74

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 SAME

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 - S5-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: SHIRLEY-

*VERY FINE REPORT, INCLUDING ALL THE NECESSARIES AND WELL WRITTEN. DO STAY IN TOUCH WITH DAVE WRIGHT ESPECIALLY, WHOM ONE MIGHT SURMIZE IS A CANDIDATE FOR A MORE PERSONAL ENCOUNTER.*

*Ran*



891101  
REV 11/2/89

WALTER H. ANDRUS, JR.  
International Director

103 OLDTOWNE ROAD  
SEGUIN, TEXAS 78155 U.S.A.  
A Texas Non-Profit Corporation

Telephone:  
(512) 379-9216

UFO INVESTIGATION SUMMARY

Lead Investigator: Name Shirley Coyne  
Address 73 Borman, Flushing 48433

Primary Witnesses: Name David A. Wright  
Address 6189 S. 30th St  
Kalamazoo, mi

Name Donald Allen  
Address 1024 Bridges St  
Kalamazoo

Name \_\_\_\_\_  
Address \_\_\_\_\_

Date of Sighting Event: September 11, 1989

Time Event Began: 9:15/9:30 (Time Zone): EST

Sighting Duration: 15 minutes total

- Type of Flight:
- |  |  |
|--|--|
| 1. <input checked="" type="checkbox"/> Within 200 feet of ground | 3. <input checked="" type="checkbox"/> Motion began/changed during event |
| 2. <input checked="" type="checkbox"/> Beneath cloud cover       | 4. <input type="checkbox"/> Continuous flight, no deviation              |
|  | 5. <input type="checkbox"/> Stationary, no discernable motion            |

- Forms Attached:
- |   |   |
|---|---|
| 1. <input checked="" type="checkbox"/> General case     | 7. <input type="checkbox"/> Entity              |
| 2. <input type="checkbox"/> Computer input              | 8. <input type="checkbox"/> Photographic        |
| 3. <input type="checkbox"/> Electrical/magnetic         | 9. <input type="checkbox"/> Radar confirmation  |
| 4. <input type="checkbox"/> Animal                      | 10. <input type="checkbox"/> Residual radiation |
| 5. <input type="checkbox"/> Psychological/physiological |   |
| 6. <input type="checkbox"/> Landing trace               | 11. <input type="checkbox"/> Aerial sighting    |

MUFON UFO JOURNAL

The Monthly Magazine of the Mutual UFO Network  
DEDICATED TO THE SCIENTIFIC STUDY OF UNIDENTIFIED FLYING OBJECTS

Place; Pickerel Lake  
Area; Kalamazoo County  
City; Kalamazoo, Michigan  
Time; 9:15-9:30 PM EST  
Date; September 11, 1989  
Wits; David Wright/Don Allen  
Invs; George/Shirley Coyne

#### SIGHTING AT PICKEREL LAKE

On September 13, 1989, I received a telephone call from Dave Wright of Kalamazoo, Michigan. After introducing himself the young man told me that he had been given our telephone number by a State Police dispatcher at the Battle Creek Post. He asked if we really investigated UFO sightings. When I told him that we do, he asked if we were connected with the government. I replied that we are a non-profit organization dedicated to a scientific investigation of the UFO phenomenon and not connected with the government, he said, "Good". The man then proceeded to tell me about a sighting he and a friend, Don Allen, had witnessed on September 11, 1989, at 9:15-9:30 PM. After he told about the sighting we made plans to meet the two men at a restaurant in Kalamazoo.

George and I met the men at 5:00 PM on September 13, 1989. They were on time and greeted us warmly. They were happy that the police had given them our telephone number. Both men were still excited about the sighting and were anxious to tell someone who would listen and not be critical or think them crazy.

#### THE SIGHTING

Dave and Don had spent the evening fishing on Pickerel Lake, which is located in Kalamazoo County, at the intersection of 29th Street and "S" Avenue. About 9:00 PM they decided to go home, since the fishing had not been so great. Dave thought the weather had something to do with the fish not biting. It was rather cool at 65 degrees, scattered clouds at 6,000 feet and a thin layer of clouds at 25,000 feet. The

men made their way back to Dave's truck, an F-150 Ford, which was parked on 29th Street. As they were putting their gear away, some neighborhood dogs began to bark.

Dave looked to the east, in the direction of the barking dogs. He said, "I heard the dogs barking like crazy and I looked in that direction. I saw these three bright white lights that looked like they were cross shaped. I thought it was a plane that was in a lot of trouble. It was not making any sound and that puzzled me. I told Don, "that plane is gonna crash". Suddenly it started moving real slow toward us. We didn't say another word, we just stood with our mouths open, staring at it. We knew that it wasn't an airplane. Then it stopped when it got above these two houses on "S" Avenue. It was huge---much bigger than the 2 houses cause it stuck out farther than the houses were long".

Don had also turned and looked east. He saw the lights coming into view. He said that he got the impression the object was "lifting" off the ground because of the way it moved up and over the trees. Don could see only two lights, which were bright white, until the object turned toward them. He was then able to see the third light which was in the center of what they described as the nose.

The object was moving very slowly toward them but stopped and hovered over two houses which face "S" Avenue. The houses are situated on 100-foot frontage lots and there is 50 feet of lawn between them.

Both witnesses reported that the object was longer than both houses, each end extending over the whole length of the properties.

The object started moving toward the men very slowly. Dave ran into the middle of the intersection, with his arms lifted skyward. The object was now directly over him and it stopped and hovered.

Dave said, "I ran under it and it hovered over me for more than 40 seconds. The under-belly was covered with tubes and pipes. It looked like the belly would open. There were red lights all over the bottom edges. It reminded me of a kids transformer toy. It had a real low hum or whistle sound coming from it". He also said he felt very warm as he stood there looking up at it. His heart was racing like crazy but, "I was not afraid, I got this feeling 'they' were to get me". He has no idea why that thought came into his mind.

Don stayed behind the truck while the object hovered over Dave. He said, "I wasn't afraid of it but I knew that I was not supposed to move, I was not supposed to go under it". When I asked why he felt he wasn't supposed to go under it he said, "I don't know why I felt that--I just knew I was supposed to stand behind the truck". Don was able to see the red lights, tubes and pipes plus the stubby little wings located near the front of the object. He also reported the low hum or whistling sound.

The object started moving away from the men, just as an S-10 Blazer came speeding up "S" Avenue, with a spotlight flashing. There were three or four people riding in the Blazer. Dave and Don got the impression the people were looking for the UFO. Dave stepped out of the street, waving his arms and yelling for the driver to stop. The driver threw up his hand as if he was waving but did not stop to talk with them. The Blazer continued up "S" Avenue in the same direction the object had gone.

Dave told Don to jump in the truck and they would take up the chase. They were not ready to give up on the sighting. They drove west, keeping the object in sight. The object was moving at a steady rate of speed, staying about a mile ahead of them. They continued to follow "S" Avenue for approximately four miles. Suddenly the object

turned and started moving toward them at a very fast rate of speed. Dave stopped the truck and started blinking his headlights at it. When he started blinking the lights the object slowed its speed but did not stop. It then made a smooth turn and headed toward the southwest at a fast rate of speed. I asked Dave he decided to blink the headlights at the object. He said that he did not know why he did that because it seems such a foolish thing to do.

The men decided they should report what they had seen so they drove to the Kalamazoo Regional Airport. They were hoping to talk with someone in the tower. When Dave and Don arrived at the airport they went to the tower phone so they could talk with a controller.

James Hocker answered the call and talked with Dave for several minutes. He then allowed the men to come up to the control room because he felt the men were sincere. Mr. Hocker told the men that he did not see or paint anything on radar at 9:15-9:30 PM. The time was now 9:45 and just before Dave and Don arrived, Mr. Hocker had a Cessna plane on radar. He also told the men that he had received three reports about 4:00 PM. Those sightings, he said, had occurred in the area of the James River.

Dave and Don took us to the sighting area after the interview was completed. They pointed out where the truck was parked, where the object came into view, etc. The object was first sighted over a heavily wooded hunting club. Dave is a member of the club and says he knows every inch of the area. There is a large clearing near where the object was first seen. There was no sign of swirled vegetation, broken tree branches or marks in the soil.

As we stood at the site discussing distance, where each witness was standing, etc, I noticed that Dave was shaking violently. I did not

mention this to him but felt that he was excited as he and Don re-enacted the events of the sighting. Don seemed to remain calmer, as far as I could determine.

After we said goodbye to the witnesses, George and I went knocking on doors in the area. The first house we went to was the home of a Mr. Flack. We asked if he had noticed anything unusual on Monday night. He said no, the only thing unusual was the fact that his old golden retriever was barking like crazy. He said that it was unusual for her to bark, as she isn't a barker. George asked if he remembered what time the dog was barking. He said the dog started barking just after nine, interrupting a television show he wanted to watch. George asked if he had gone outdoors. He said that he had stepped onto the porch to quiet the dog. He did not look up, therefore, he did not see the object moving or hovering. Mr. Flack asked if we could tell him who had seen the strange object. Dave and Don had already given us permission to use their names so George told Mr. Flack who the men were. He was surprised that Dave had not told him about the sighting. Dave and Mr. Flack work for the same firm. He said that he knew Dave well but did not know Don very well. He said that Dave and Don spend a lot of time together, hunting and fishing. Mr. Flack felt that the young men were honest and truthful.

We contacted the Kalamazoo County Sheriff Department, State Police Post at Battle Creek and City of Kalamazoo Police Department. There were no reported sightings. James Hocker was interviewed by Chuck Pine, who works for the FAA, in Grand Rapids. I later interviewed Mr. Hocker and he had nothing new to add to what he had already told Chuck. Mr. Hocker told us that there had been three reports of sightings in the James River Area at 4:00 PM on September 11, 1989. Unfortunately he did not have names and telephone numbers of the callers. He said



there was nothing unusual on radar at 4:00 PM nor from 9:15-9:30 PM. He was impressed with the details the young men had given him and he felt that they had witnessed something unusual in the night sky. At this writing we have been unable to locate the James River witnesses and the people who were in the S-10 Blazer. The search will continue.

### CONCLUSION

It is my opinion that these two young men did witness something out of the ordinary on the night of September 11, 1989. They appeared to be telling the truth and were sincere. They reported what they saw and did not try to paint a sensational picture of the sighting. During the cross examination they stuck to what they had said during the interview.

Separately the witnesses reported almost identical details and drawings. They both reported the object as being a flat dull grey. Dave saw three white lights when he looked east and spotted the object. Don was standing at a different angle, to Dave's right, and could see only two lights until the object turned more toward them. Both reported tubes or pipes and many red lights on the underbelly, short stubby wings and a low hum or whistling sound. When the object flew away from them, they did not notice any change in the sound, if there was a change.

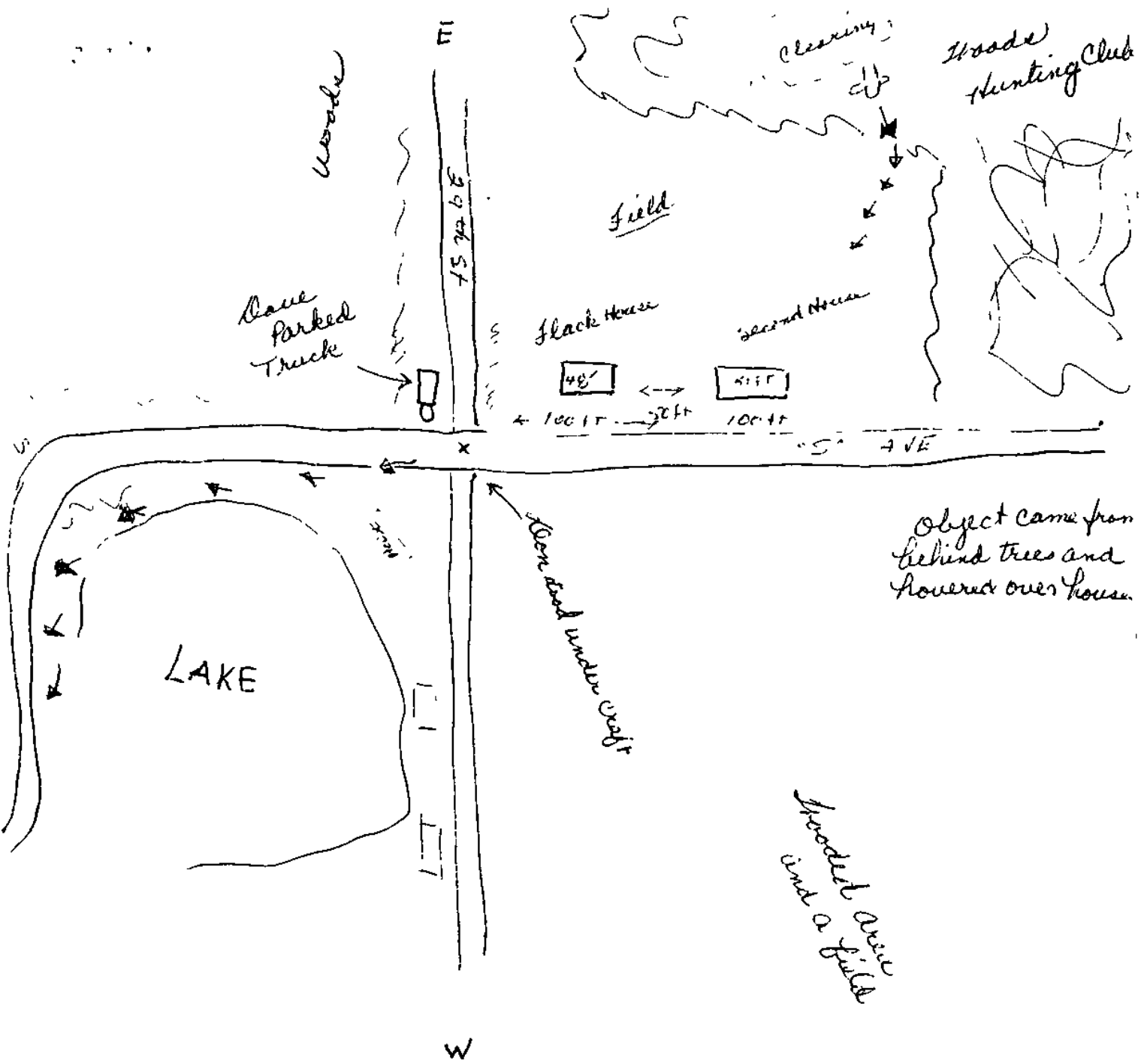
Neither Dave or Don have done any reading about UFOs. They have not had any interest in the subject, until now. Dave said that he never believed in UFOs and visits to our planet. "Well, I believe it now because I know what we saw. It was not a plane, helicopter or anything from here", he said. He now wants to do some reading and become involved with MUFOM. Don also said that he never thought about UFO coming here, "In fact, I've never given any thought to UFOs".

We are trying to work out a time when an artist can work with the men. We feel that what they witnessed is worth the efforts of getting some good sketches.

On Tuesday September 12, 1989, both men woke with sore throats and very painful head aches. Don was unable to work Tuesday and Wednesday. Dave said he did not feel like working but went just the same. Both men said they felt like they were coming down with the flu, upset stomach, nausea, etc. Neither of them came down with the flu. Dave's F-150 Ford was not effected when the object turned and came toward them.

We are keeping this case open until we have searched every avenue. We are trying to locate the people who were in the Blazer and the James River area witnesses. We are also keeping in close contact with the witnesses because of the reactions they experienced during the sighting. Dave's feeling that "they" were there to take him and Don's knowing he was not supposed to go under the object may indicate that some sort of contact was received. Dave returned to the sighting area after he dropped Don at home, on September 11. I did not want to plant any ideas in his head so I let the statement pass. We will wait and see what, if anything, develops.

Witnesses: David A. Wright, Donald Allen  
Area weather at 8:50 PM  
Temp; 65 Degrees  
Dewpoint 59 percent  
Wind ; 000 calm  
Wind Speed 000  
Barometric Pressure; 30.10  
Ceiling; Scattered clouds at 6,000 feet  
Thin broken clouds 25,000 feet  
Visability; 20 miles



29th & "S" Ave.  
 Kalamazoo  
 by Shirley Payne.  
 9/13/84



FOR MUFON USE

TEMPERATURE: \_\_\_\_\_

WIND DIRECTION: \_\_\_\_\_

WIND SPEED: \_\_\_\_\_

VISIBILITY: \_\_\_\_\_

CEILING: \_\_\_\_\_

EDUCATION: 11<sup>th</sup> Grade MAJOR: \_\_\_\_\_

DEGREE: \_\_\_\_\_

SPECIAL TRAINING: \_\_\_\_\_

VISION: good COLORBLIND? ( ) EYEGASSES? ( )

HEARING: good (X) FAIR? ( ) POOR? ( ) USE AID? ( )

HEALTH: DURING SIGHTING? good AFTER? sick

WITNESS' NAME: Don Allen AGE: 23

STREET: 1024 Bridge St

TOWN/CITY: Lakewood, N.J. PHONE: \_\_\_\_\_

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_

OCCUPATION: Insulator

EMPLOYED BY: M+L Koster

ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS (X) INDOORS ( ) CAR ( ) AIRCRAFT ( ) BOAT ( ) OTHER \_\_\_\_\_

VIEWED THROUGH: ( GLASSES ( ) WINDOW ( ) SCREEN ( ) BINOCULARS ( ) TELESCOPE ( ) STILL CAMERA ( ) )  
( MOVIE CAMERA ( ) THEODOLITE ( ) RADAR ( ) OTHER \_\_\_\_\_ )

AREA/LOCATION: CITY ( ) SUBURBAN ( ) RURAL (X) INDUSTRIAL ( ) COMMERCIAL ( ) RESIDENTIAL ( )

AREA/TERRAIN: FIELDS (X) WOODS (X) HILLS ( ) MOUNTAINS ( ) RIVER ( ) POND ( ) LAKE (X)

AREA/TECHNICAL: AIRPORT ( ) POWERLINES ( ) POWER STATION ( ) RAILROAD TRACKS (X) 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 east LAST SEEN IN west IT MOVED FROM east TO west

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 yards UFO ALTITUDE: WHEN CLOSEST TO THE GROUND tree top level

UFO PASSED: ( IN-FRONT-OF over head 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 (X) NUMBER OF 1 SHAPE OF described COLOR(s) grey )  
( A LIGHT (X) NUMBER OF 2 SHAPE OF described COLOR(s) grey white )

DESCRIBE: SOUND Low whistle SMELL none SPEED very slow

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 (3) 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 (X) 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? (X)	HOVER? ( )	(X) AFFECT RADIO/TV? ( )	FLUTTER? ( )
TURN ABRUPTLY? (X)	DESCEND? ( )	(X) AFFECT ELECTRICITY? ( )	SPIN? ( )
FALL LIKE A LEAF? ( )	ASCEND? ( )	(X) AFFECT MAGNETISM? ( )	BLINK? ( )
ABSORB OBJECT(S)? ( )	OVER POWERLINES? (X)	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? (X)	HAVE OUTLINE? (X)
CAST LIGHT? (X)	CARRY OCCUPANTS? ( )	AFFECT HUMAN? (X)	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.

Donald A. Allen

SIGNATURE OF OBSERVER

YOU MAY (X) MAY NOT ( ) USE MY NAME

DATE THIS FORM SIGNED 9-13-89

MUFON logo



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Printer) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Shirley & George Coyne  
 STREET ADDRESS: 73 Borman PHONE: A/C 313 1659-3340  
 TOWN/CITY: Flushing STATE: Mi ZIP CODE: 48433 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

*See Attachment*

(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

Michigan STATE/PROVINCE  
Kalamazoo COUNTY  
USA COUNTRY  
Flushing CITY/TOWN

SIGHTING TIME

9:15 PM PM (X) AM ( ) ZONE: EST  
 DURATION: 15 SEC ( ) MIN (X) HRS ( )

DATE OF SIGHTING

11 DAY  
Sept MONTH  
89 YEAR

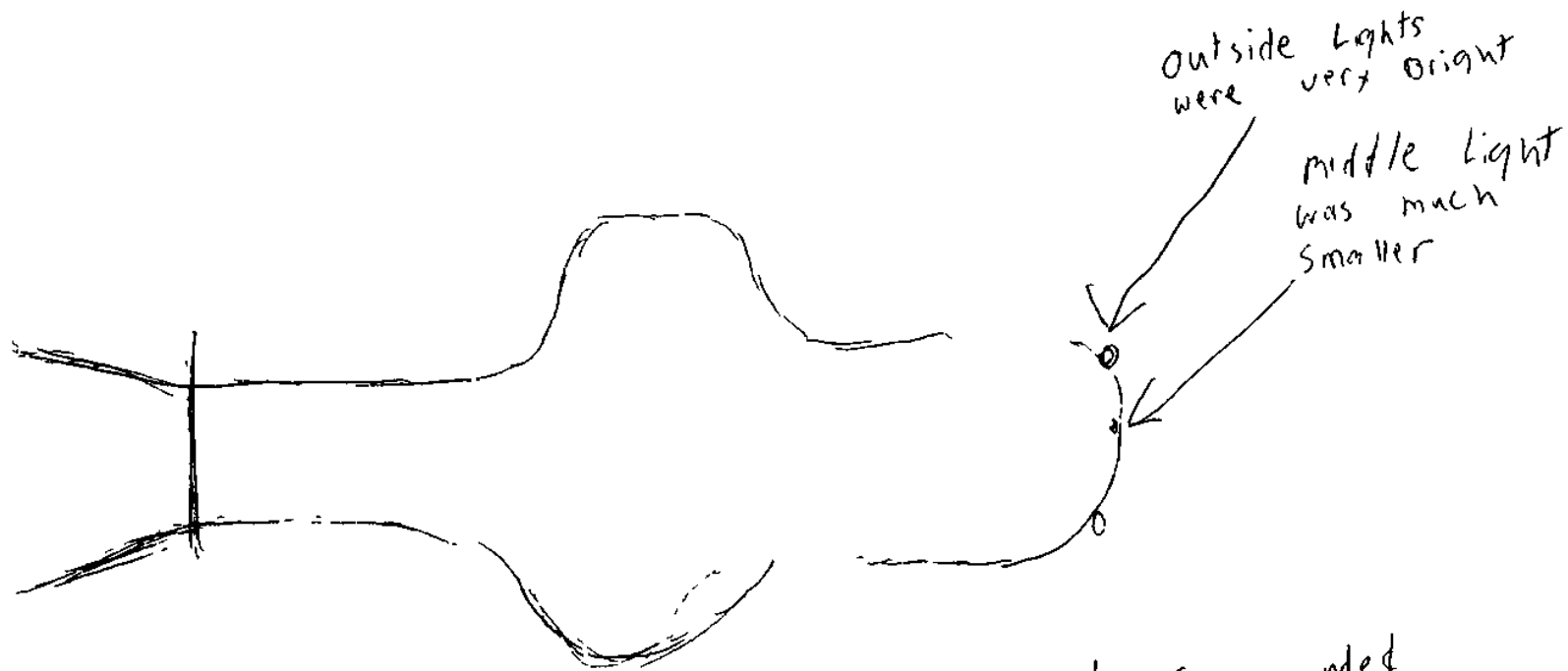
PERSONAL ACCOUNT

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?

*See Attachment*

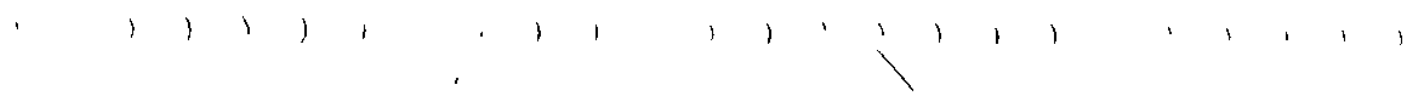
(Continue narrative on reverse side)



Outside Lights  
were very bright  
middle light  
was much  
smaller

Kind of reminded  
me of a  
Transformer

Don Allen  
9-13-89



The way I first spotted  
the object is all the dogs  
in the neighborhood started  
barking, and I looked over  
and seen two bright lights  
just over the tree tops,  
and they just stayed there,  
it almost looked like an  
airplane ready to crash.  
but then it started coming  
towards us, I knew then  
that it wasn't. we both  
just stood there with our  
mouths open as it came  
towards us, as it got  
closer ~~we~~ I seen a third  
light right in the middle,  
and a bunch of red lights  
on the bottom.  
It did not make a wind storm  
or hardly a noise. after it  
went over us we decided  
to chase it, we ended up  
spotting it one more time  
as it was going away from us,  
we watched it for a minute  
and it turned around and  
started coming towards us very  
fast, so we tried to follow  
it again, we ended up going  
into someones yard and flashing

our lights, as we was doing  
that the object come to  
first about a complete stop,  
after that we never saw  
it again.

Donald Allen

9-13-89





ENVIRONMENTAL SITUATION (Check/Fill In As Applicable)

VIEWED FROM: OUTDOORS(✓) INDOORS( ) CAR( ) AIRCRAFT( ) BOAT( ) OTHER
VIEWED THROUGH: (GLASSES( ) WINDOW( ) SCREEN( ) BINOCULARS( ) TELESCOPE( ) STILL CAMERA( )
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 E LAST SEEN IN SW IT MOVED FROM E TO SW
UFO ELEVATION: (FIRST SEEN - 1/4( ) 1/2( ) 3/4( ) OF THE WAY UP HORIZON; OVERHEAD( ) OTHER(✓)
UFO DISTANCE: WHEN CLOSEST TO ME 100 yd less UFO ALTITUDE: WHEN CLOSEST TO THE GROUND TREE TO
UFO PASSED: (IN-FRONT-OF WHICH WAS IN DISTANCE FROM THE WITNESS
(OVER HEAD WHICH WAS less than 100 yd
(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 S COLOR(S) GRAY
DESCRIBE: (A LIGHT(✓) NUMBER OF 3 intent SHAPE OF CROSS COLOR(S) white (Bright)
SOUND Low hum noise SWEET SPEED change
REAL SIZE: (LARGER(✓) SMALLER( ) SAME SIZE( ) AS THE OBJECT LISTED BELOW
APPARENT SIZE: (HOW MANY TIMES LARGER(✓) OR SMALLER( ) IF PUT IN THE SKY BESIDE OBJECT BELOW
(size of huge Air carrier
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? red lights(✓)
DISINTEGRATE?( ) LEAVE RESIDUE?( ) AFFECT VEGETATION?( ) APPEAR TRANSPARENT?( )

FOR MUFON USE
TEMPERATURE:
WIND DIRECTION:
WIND SPEED:
VISIBILITY:
CEILING:

EDUCATION High School grad
DEGREE:
MAJOR:
SPECIAL TRAINING:
VISION: 20/20 COLORBLIND?( ) EYEGLASSES?( )
HEARING GOOD?(✓) FAIR?( ) POOR?( ) USE AID?( )
HEALTH: DURING SIGHTING? good AFTER? good

WITNESS NAME: Dave A Wright AGE: 25
STREET: 6189 S 307th
TOWN/CITY: ALABAMA CO PHONE: 416 9784
PROVINCE:
COUNTRY:
OCCUPATION: AIRMAN CO UNIT MIAWALC
EMPLOYED BY: AIRMAN CO

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 1: APPLICABLE AND KNOWN.

Dave A Wright
SIGNATURE OF OBSERVER
YOU MAY (✓) MAY NOT ( ) USE MY NAME
DATE THIS FORM SIGNED 9-13-89



UFO SIGHTING QUESTIONNAIRE - GENERAL CASES (FORM 1)

PLEASE COMPLETE THIS FORM (Print) AND RETURN TO INVESTIGATOR (For MUFON Use)

NAME OF INVESTIGATOR: Shirley & George Coyne  
 STREET ADDRESS: 73 Borman PHONE: A/C 313 1658-3340  
 TOWN/CITY: Fleushing STATE: mi ZIP CODE: 48433 COUNTRY: USA

DRAW A SIMPLE SKETCH OF THE OBJECT. (Label any lights, colors, protrusions)

*See Attachment*

(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: Michigan COUNTY: Kalamazoo CITY/TOWN: Kalamazoo COUNTRY: USA

SIGHTING TIME

9:50:30 PM (X) AM ( ) ZONE: EST  
 DURATION: 5 SEC ( ) MIN 15 HRS ( )

DATE OF SIGHTING

11 DAY Sept MONTH 89 YEAR

PERSONAL ACCOUNT

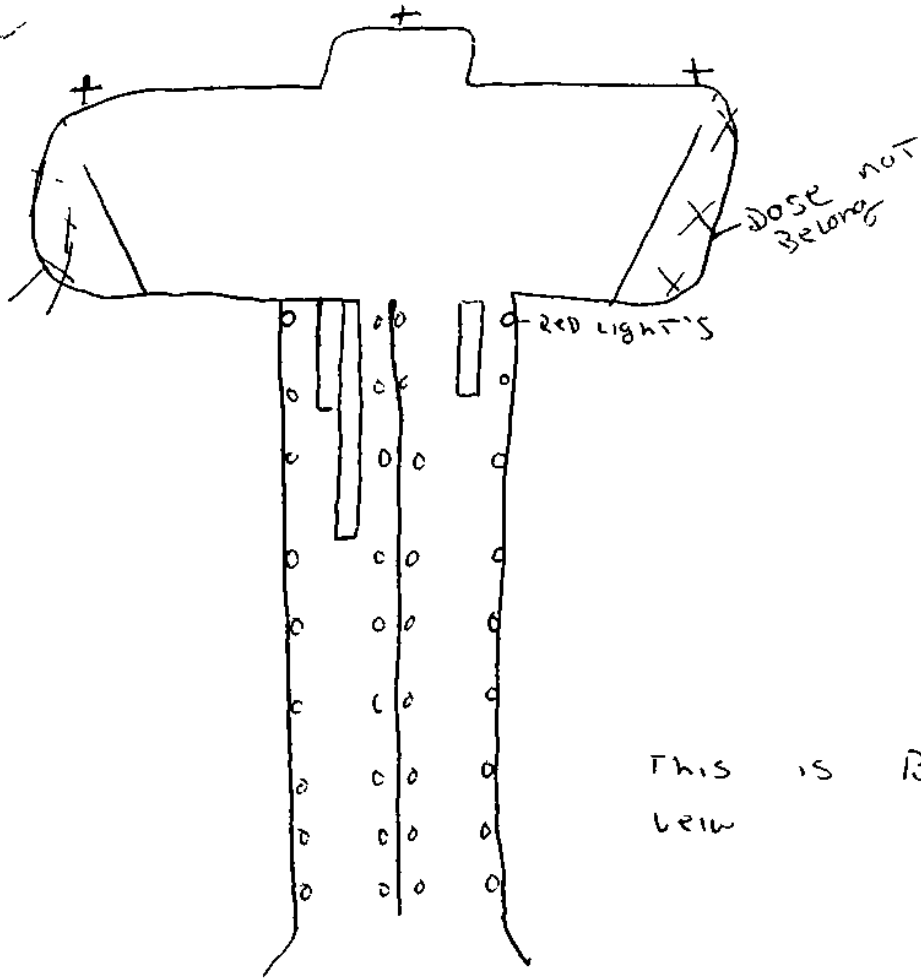
PLEASE DESCRIBE THE INCIDENT AS IT HAPPENED. BE SURE THAT YOUR NARRATIVE INCLUDES THE FOLLOWING:

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?

(Continue narrative on reverse side)

440 - 226 11  
9-13-89

HEARD DOG'S BARK LOOK TOWARD THAT  
DIRECTION AND SAW THREE BRIGHT LIGHTS  
CROSS SHAPE. THEN IT WAS COMING TOWARD  
US AND STOP OVER TWO HOUSES AND  
HOVERED THEN CAME CLOSER TO US I RAN  
UNDER IT. AND IT HOVERED OVER ME  
FOR ABOUT 40 SEC THEN LEFT AT SLOW SPEED  
AND PICK UP SPEED BUT NOT MORE  
NOISE JUST SPEED. WE JUMP IN TRUCK  
~~AD~~ AND WENT AFTER IT DON'T KNOW WHY  
BUT WE DID AND UFO WAS LONG WAY  
FROM US THEN TURN AROUND AND CAME  
BACK FAST I PULL INTO DRIVE WAY  
AND HIT MY LIGHT IN HAND MANY TIMES  
AND SLOW DOWN TO JUST ABOUT TO A HALT  
BUT NOT TO A HALT. AND WE THEN ~~WENT~~  
WENT TO K-200 AIRPORT THEY TOLD US  
THAT WE WERE THE THIRD SIGHTING  
THAT DAY. BUT DID NOT SEE IT ON  
RADAR THEN WENT HOME.



THIS IS BOTTOM  
VIEW

Dave A WRIGHT  
9-13-89

# Étude approfondie et discussion de certaines observations du 29 novembre 1989

**Auguste Meessen**

Professeur à l'U.C.L.

*Les nombreuses observations du 29 novembre 1989 ont permis de prendre rapidement conscience du caractère exceptionnel de la « Vague d'OVNI sur la Belgique ». J'en ai fait rapport dans le premier des deux livres de la SOBEPS (VOB1 et VOB2, publiés en 1991 et 1994). L'observation la plus remarquable de cette soirée était celle des gendarmes von Montigny et Nicoll de la brigade d'Eupen, mais en décembre 1996, elle a fait l'objet de contestations. Cela m'a conduit à une nouvelle étude de ce cas. Dans cet article, on trouvera les objections soulevées et mes réponses argumentées, mais aussi la transcription de mes interviews de trois gendarmes et une série de données objectives. La discussion qui s'est développée est remarquable en elle-même, puisqu'elle a été franche et directe, mais sereine. En fin de compte, le cas est renforcé, mais chacun pourra en juger lui-même.*

## Les observations des gendarmes Nicoll et von Montigny

Voici une version abrégée du récit, basé sur les informations que j'avais recueillies en décembre 1989. Environ une demi-heure après le coucher du soleil, les gendarmes Hubert von Montigny et Heinrich Nicoll roulent sur la route N68 qui mène d'Eupen à la frontière allemande. À 17h20, ils découvrent un mystérieux objet qui se tient *immobile à environ 120 m au-dessus d'une prairie*. C'est une plate-forme triangulaire, dont la face inférieure est plane et horizontale. Elle forme un triangle isocèle, dont deux coins sont coupés perpendiculairement à la base, tandis que le bord latéral est vertical et de hauteur constante (figure 1).

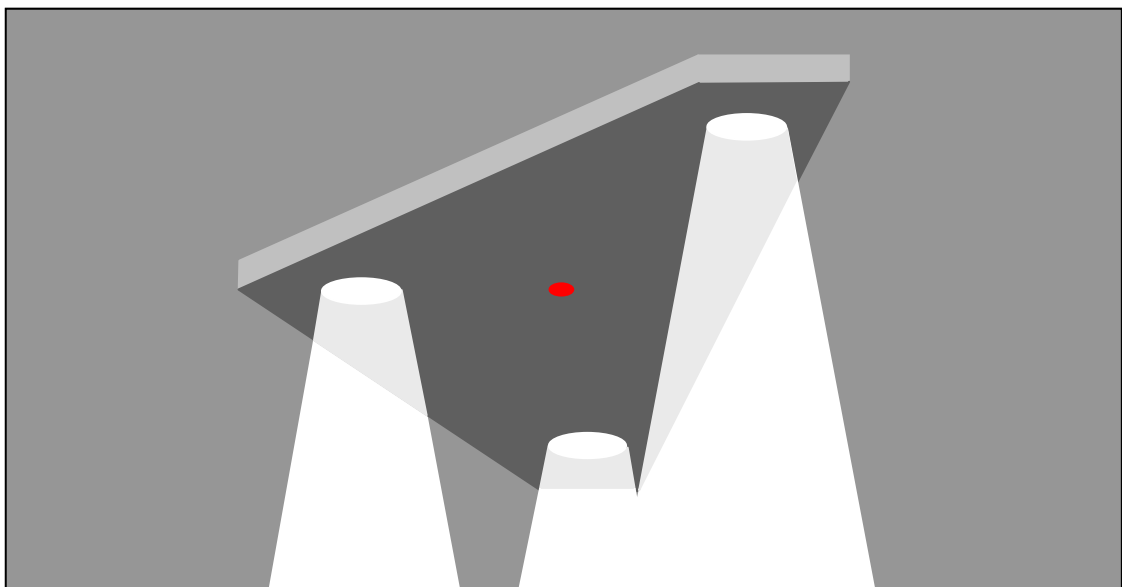


Figure 1 : L'ovni observé de très près par les gendarmes von Montigny et Nicoll.

Cet objet est grand, puisque la longueur de la base est évaluée à 30-35 m. La couleur est sombre, mais près des coins, il y a trois énormes « phares » d'au moins 2 m de diamètre. Ils

sont encastrés et projettent vers le bas *une lumière blanche très intense*. Ces faisceaux rendent l'air très lumineux à l'intérieur de cônes aux bords bien définis. Sur la prairie, il en résulte une tache éclairée, d'environ 60 m de diamètre. Puisque le centre de cette tache se trouve à environ 50 m de la route, *la distance d'observation est de l'ordre de 130 m*. Au centre du triangle, les gendarmes discernent une lumière rouge, nettement moins intense, mais elle clignote « comme un gyrophare ».

Après quelques minutes, l'objet se met en mouvement parallèlement à la route, pointe en avant. Il se dirige vers Eynatten, mais on n'entend toujours pas de bruit. Un peu plus loin, l'engin s'arrête, *tourne sur place de 180°* et se meut ensuite le long de la route vers Eupen. Les gendarmes ont emprunté une route de crête quasi-parallèle à la N68 et ils suivent cet objet du regard. Sa progression à très basse altitude, lente et silencieuse, est observée aussi par *sept autres témoins indépendants*. Ceci inclut la phase où l'objet survole l'hôtel de ville d'Eupen et se dirige vers le barrage de la Gileppe.

Les gendarmes se demandent si c'est un engin militaire d'un nouveau type et communiquent par radio avec la caserne d'Eupen, pour qu'on y prenne des renseignements auprès des bases militaires. Au dispatching, le gendarme Creutz refuse cependant de téléphoner, parce que la description de l'engin lui semble incroyable. Il pense que c'est une blague. Arrivés de l'autre côté d'Eupen, au croisement de la rue Haute et de la route de Herbesthal, les gendarmes von Montigny et Nicoll se rendent rapidement à la caserne toute proche, pour convaincre leur collègue du sérieux de l'affaire. Ils reviennent de suite sur la route de crête et y revoient l'objet lumineux qui avance. Ils le tiennent à l'œil, dépassent la rue de Verviers et prennent position près de la petite chapelle de Kortenbach, où ils ont une vue très dégagée. Ils constatent alors que *l'objet s'arrête au-dessus de la tour éclairée de la Gileppe et y reste immobile*.

Ils en sont séparés de plus de 4 km. L'objet lumineux se réduit donc pour eux à une « boule blanche » presque ponctuelle, mais elle produit un phénomène répétitif, très étrange. *Deux « faisceaux lumineux rougeâtres »* émergent simultanément et horizontalement des côtés du corps lumineux. Ces faisceaux à bords parallèles sont assez fins, mais suffisamment lumineux pour être visibles à grande distance. Ils s'allongent rapidement, de manière symétrique, les extrémités étant marquées par des « boules rouges ». Quand les faisceaux ont atteint une longueur de l'ordre du kilomètre, ils disparaissent, tandis que les boules rouges subsistent. Elles reviennent vers l'objet central et tournent pendant quelque temps autour de celui-ci, avant de disparaître. Après une pause, cela recommence de la même manière. Nous pouvons concrétiser ces événements un dessin (figure 2).

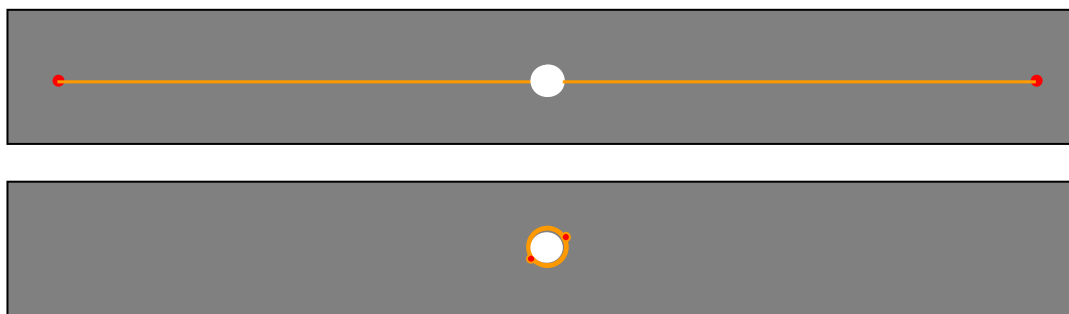


Figure 2 : Représentation schématique de deux phases du « phénomène des boules rouges ».

Ce « spectacle » ne s'arrête que peu avant le départ de l'objet, à 19h23. En fait, la lumière blanche devient de plus en plus petite. Elle s'éloigne sans aller vers la gauche ou la droite. La durée totale de l'observation du même objet par les deux gendarmes dépasse donc

*deux heures.* À 18h45, quand ils observent ce qui se passe à Kortenbach, ils ont cependant vu surgir un autre objet volant non identifié. Il est parti rapidement, mais d'autres gendarmes, qui écoutaient les communications radio, l'ont alors pu le percevoir.

### **Les objections des « sceptiques » et la nouvelle enquête**

La SOBEPS (Société belge d'étude des phénomènes spatiaux) a finalement pu collecter environ 150 témoignages d'observations d'ovnis, faites à différents endroits de la province de Liège au cours de la même soirée du 29 novembre 1989. C'est extraordinaire et sans doute unique dans toute l'histoire de l'ufologie, mais il en résulte aussi que le cas cité est devenu la cible privilégiée de quelques uns de nos contemporains. Ils se déclarent « sceptiques » par rapport à la réalité du phénomène ovni, mais sont prêts à *croire* à n'importe quelle tentative d'explication, du moment qu'elle n'implique pas « l'hypothèse extraterrestre ». Nous aurons l'occasion de le voir et de le documenter pour le cas qui nous occupe. Le 17 décembre 1996, je reçois en effet une lettre accusatrice.

Elle affirme que la « boule lumineuse » quasi-ponctuelle au-dessus de la Gileppe n'aurait été *rien d'autre que la planète Vénus*. Par conséquent la SOBEPS et en l'occurrence moi-même, nous aurions trompé le public ! Dix jours plus tard, une seconde lettre du même auteur ajoute qu'au début de leurs observations, les gendarmes auraient simplement vu *un engin conventionnel*, probablement un ULM. Ceci ne correspond pas aux témoignages, mais il m'a immédiatement semblé important de vérifier si *l'hypothèse de Vénus* était justifiée ou non. Ainsi, j'ai été amené à réinterroger les gendarmes, rassembler des informations complémentaires et répondre aux objections soulevées au moyen d'arguments scientifiques. Ces données ont été communiquées aux participants du débat et à une dizaine d'observateurs, mais la discussion s'est échelonnée sur plus de six mois.

La *première partie* de cet article présente la synthèse des résultats de la nouvelle étude et des discussions menées jusqu'au 8 avril 1997. Il s'agit essentiellement du texte que j'avais envoyé à cette date aux participants et observateurs, avec quelques modifications pour le rendre plus facilement accessible à d'autres lecteurs. La *seconde partie* fournit la transcription des interviews des gendarmes, réalisées en décembre 1989 et en janvier 1997. La *troisième partie* présente la suite de la discussion, qui s'est terminée le 5 juillet 1997. La *quatrième partie* fournit des informations complémentaires pour juger du cas de la Gileppe et du dialogue avec des « sceptiques » à cet égard.

## **1. La première synthèse du débat**

### **Les accusations et la menace**

La lettre du 17 décembre 1996 m'a surprise aussi bien par sa forme que son contenu. Elle venait de M. *Paul Vanbrabant*, cofondateur du NUFOC (National UFO Center) qui avait surgi au moment de la vague. On y avait mené pendant quelque temps des enquêtes couvrant la partie néerlandophone du pays. Cette lettre de 3 pages commençait par une accusation très grave. Après une *recherche superficielle* (niet grondig onderzoek), nous serions arrivés à la conclusion *injustifiée* que « d'une part, on ne pouvait pas trouver d'explication conventionnelle du phénomène observé et d'autre part, qu'au moins deux objets (ou phénomènes) ont circulé au-dessus de la région d'Eupen. » M. Vanbrabant ne retenait que celui qui a brusquement surgi à Kortenbach et pensait même que « *la nouvelle approche permet d'expliquer toutes les autres observations d'ovni de la même soirée.* » C'était manifestement excessif, quand on considère l'observation rapprochée des deux gendarmes (figure 1) et toutes les autres observations faites dans la province de Liège et au-delà (VOB1

et VOB2). L'auteur de la lettre affirmait par contre : « Même pour les observations les plus importantes, l'enquête est entachée de *fautes*. Ceci met en doute les autres enquêtes et rapports et demande une nouvelle étude approfondie... Des hypothèses qui avaient été exclues doivent être *revues* dans le nouveau contexte. »

Cette lettre contenait même *une menace*. Si M. Vanbrabant (analyste à la Kredietbank) n'avait pas obtenu de réponse avant la fin de janvier 1997, il diffuserait un document à la presse, aux groupements ufologiques les plus importants et sur des sites adéquats d'Internet pour dénoncer « l'information fautive » contenue dans le livre de la SOBEPS. L'auteur ne se contentait pas d'écrire qu'il « mettait en *doute* aussi bien les observations des gendarmes que les conclusions qui en ont été tirées ». Il affirmait aussi que *les vérifications astronomiques*, effectuées avec le *Dr. Ronny Blomme*, astrophysicien à l'Observatoire Royal, lui permettaient de « présenter des preuves suffisantes pour expliquer les observations des gendarmes comme étant dues à la planète Vénus. » Une copie de cette lettre fut envoyée à 16 autres personnes.

L'auteur semblait être décidé et sûr de lui. Voici les arguments avancés, en les ordonnant: (1) Des programmes astronomiques auraient *démontré* que « Vénus se trouvait dans la direction d'observation, avec une très forte magnitude. » (2) Le ciel était parfaitement dégagé et « la thèse que les deux gendarmes n'auraient *pas vu* la planète est fortement douteuse ». (3) Les gendarmes ont interrompu leurs observations, lors du passage à la caserne d'Eupen. Ceci les aurait amenés « à *supposer après leur arrivée à Kortenbach* qu'ils voyaient au loin le même objet/phénomène au-dessus de la Gileppe » que celui qu'ils avaient découvert de l'autre côté de la ville. (4) Quant au phénomène des boules rouges, les gendarmes auraient seulement vu une boule lumineuse, dont *des rayons lumineux semblaient émerger de temps en temps* (een heldere lichtgevende bol waaruit, schijnbaar, met onregelmatige pulsen, lichtstralen leken weg te schieten). Ce n'est pas conforme à ce qui fut réellement observé, mais M. Vanbrabant se permettait de lancer des piques : « Des astronomes et normalement aussi les ufologues, sont bien au courant des effets qu'une planète de la magnitude de Vénus peut produire près de l'horizon. » D'après l'auteur de la lettre, il faudrait attribuer les rayons et les boules rouges à des « réfractions de la lumière dans notre atmosphère polluée ».

J'ai appris plus tard qu'au cours de l'été 1996, *Paul Vanbrabant* avait remarqué dans le ciel la présence d'un corps très lumineux. C'était Vénus ! Il l'avait signalé à *Wim Van Utrecht*. Ce sceptique, responsable du groupe Caelestia, préparait à ce moment un article sur la « vague belge » pour un livre qui serait édité en Angleterre à l'occasion des 50 années d'ufologie (1947-1997). Il s'est empressé d'y inclure le « scoop » : La lumière observée par les deux gendarmes au-dessus de la tour de la Gileppe ne serait pas un ovni, mais *la planète Vénus*.

Dès le lendemain de la réception de sa première lettre, j'ai déjà téléphoné à M. Vanbrabant pour lui dire que je trouvais « *l'hypothèse de Vénus* » intéressante, qu'il fallait l'examiner et que je m'engageais à le faire. J'exprimais cependant très nettement ma réprobation vis-à-vis de la méthode des menaces. Elle n'est pas d'usage dans les relations humaines et certainement pas en sciences. Pour que la recherche puisse s'effectuer dans de bonnes conditions, je demandais une copie des données astronomiques qui semblaient justifier sa démarche. Je donnais l'assurance que les résultats de mon étude seraient présentés (quels qu'ils soient) lors d'une réunion semi-publique. Différentes personnes intéressées par ce problème y seraient invitées, mais ce groupe resterait limité. Cette réunion n'a eu lieu que le 22 février 1997, pour des raisons d'agenda de certaines personnes.

### **Les vraies données astronomiques**

J'ai vérifié déjà avant la fin de l'année 1996 comment le ciel étoilé devait apparaître quand on regardait le 29 novembre 1989 de l'endroit où se trouvaient les gendarmes vers le barrage de la Gileppe. Je l'ai fait au moyen du programme « Tellstar » et j'ai reporté les données



numériques sur un diagramme, pour y faire apparaître la trajectoire apparente de Vénus et du Soleil (figure 3). Ces deux corps astronomiques sont toujours assez proches l'un de l'autre. J'ai également déterminé la direction de *la tour éclairée* par une mesure très précise, effectuée sur une carte géographique à grande échelle (IGN, 1/10.000). Cette direction ( $205^\circ$ ) est indiquée par une flèche. Un des gendarmes m'avait dit que « la lumière » s'était immobilisée *au-dessus* de la tour. L'autre disait qu'elle se trouvait plus haut que la tour, mais *un peu à gauche* de celle-ci. Puisque les gendarmes ont pris position près de la chapelle de Kortenbach vers 18h30, Vénus se trouvait déjà à **plus de  $10^\circ$**  vers la droite de la tour (figure 3).

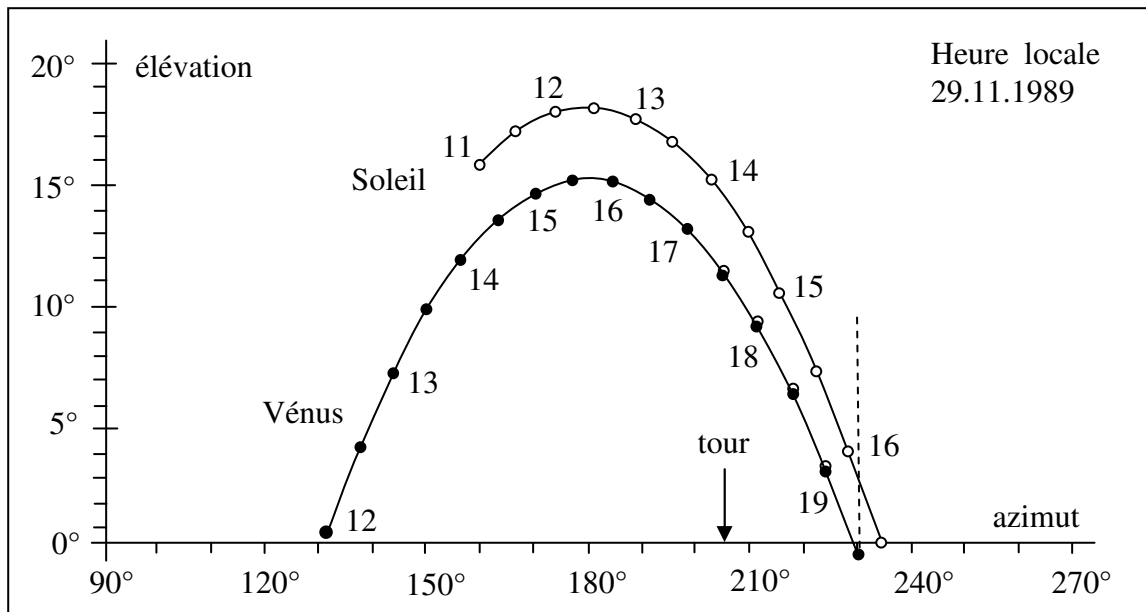


Figure 3 : Trajectoires de Vénus et du Soleil pour Kortenbach près d'Eupen. Les chiffres correspondent à l'heure locale et le trait interrompu à la position de Vénus quand l'ovni s'est éloigné au-dessus de la tour.

Je me demandais pourquoi les données du Dr. Ronny Blomme, travaillant à l'Observatoire Royal, étaient différentes des miennes. M. Vanbrabant me les envoya le 10 janvier. Ce n'étaient que des cartes globales du ciel entre 16h15 et 21h, en *temps universel*. Les contestataires ont oublié d'y ajouter une heure pour obtenir l'heure locale. En effectuant cette correction, les résultats fournis correspondaient aux points ouverts derrière les points noirs (figure 2). Le relèvement est normal, puisque le programme d'ordinateur de M. Blomme tient compte de la réfraction atmosphérique, tandis que le mien ne le fait pas. L'objet s'est éloigné vers 19h30, juste derrière la tour, mais la planète se couche alors à  $230^\circ$ , tandis que la tour se trouve à  $205^\circ$  par rapport au Nord. **Enfin, Vénus se trouve donc à  $25^\circ$  de la tour.** Je conseille de découper un angle de  $25^\circ$  et de viser l'horizon pour constater qu'on ne peut pas se tromper d'un angle aussi important. En outre, la planète Vénus **est descendue vers l'horizon** au lieu de rester stationnaire au-dessus de la tour. L'hypothèse de Vénus est intenable !

### Les observations des gendarmes

Rappelons que les gendarmes von Montigny et Nicoll étaient très étonnés par ce qu'ils ont découvert à 17h20. Ils ont donc observé cet objet avec grande attention. Il était immobile et tous près, tandis que les témoins étaient assis dans leur combi, arrêté au bord de la route. C'est leur description de l'objet et des lumières qu'il produisait qui m'a permis de réaliser le dessin qui résume ces données (figure 1). Une confusion avec un ULM peut être exclue, à cause de l'immobilité et du silence de cet engin. Les gendarmes se sont d'ailleurs étonnés de ce silence (VOB1.17). Il faut tenir compte aussi des dimensions de l'objet, de l'énergie nécessaire pour

produire les faisceaux lumineux et des caractéristiques remarquables de ceux-ci. Quand cet objet s'est mis à « voler », il a tourné sur place de 180°. Malheureusement, les « sceptiques » ne tiennent pas compte des données réelles du problème posé. Ils les transforment. Ainsi, ils supposent aussi qu'il y eut une césure entre l'observation initiale des gendarmes et celle qu'ils ont faite à la Gileppe, afin de pouvoir proposer l'hypothèse de Vénus.

*Le vol de cet objet* vers Eupen et au-dessus de la ville a pourtant été observé par différents témoins et en particulier par les gendarmes. À partir de la rue Haute, au moins celui qui n'était pas au volant a pu suivre l'objet des yeux et se rendre compte de la régularité de sa progression. Après leur bref passage à la caserne, ils ont revu l'objet. Ils se sont même arrêtés parfois, pour mieux l'observer, sans être gênés par des arbres ou d'autres obstacles. Arrivés sur la hauteur de Kortenbach, ils ont constaté que l'objet s'est *immobilisé* au-dessus de la haute tour panoramique de la Gileppe et qu'il y restait ensuite parfaitement stationnaire. La tour éclairée fournissait *un excellent repère* et en outre, il y eut le phénomène des boules rouges. Cela exclut déjà toute possibilité de confusion de type astronomique. J'avais mentionné explicitement qu'en revenant à la route de crête, les gendarmes « revoient l'ovni. Il se déplace vers le barrage de la Gileppe » (VOB.1.23). Monsieur Vanbrabant n'en a pas tenu compte.

Je voulais cependant réinterroger les gendarmes, pour tester « l'hypothèse de Venus » de manière plus approfondie. Si j'avais pu l'étayer, je n'aurais pas hésité à le reconnaître publiquement. J'en ai fourni la preuve par l'analyse des enregistrements radar des chasseurs F-16 au cours de la nuit du 30/31 mars 1990 et celle des observations visuelles des gendarmes qui ont déclenché l'intervention de la Force Aérienne (VOB.2.387-414). *Seule la vérité est importante*. J'attends la même probité intellectuelle de la part des contestataires.

### **La nouvelle enquête**

La vérification des données astronomiques constitua la première étape de mon enquête, mais entre-temps, j'avais reçu également un courrier de M. *Jacques Bonabot* qui dirige le GESAG (Groupement d'Etude des Sciences d'Avant-Garde). C'était la copie d'une lettre qu'il envoya le 27 décembre 1996 à M. Vanbrabant, en réponse à sa lettre du 17 décembre. M. Bonabot affirmait que *le lac de la Gileppe* n'était pas visible à partir de la hauteur de Kortenbach. Cela résulterait d'un relevé, effectué au moyen d'une carte géographique. Notons cependant que le lac était de toute manière invisible dans l'obscurité et que les gendarmes ont seulement dit qu'ils ont vu la tour de la Gileppe, au-dessus de laquelle la « lumière » est restée stationnaire. J'ai vérifié au moyen d'une carte géographique à très grande échelle (IGN, 1/10.000) que le sommet de la tour panoramique était effectivement visible, malgré la pointe rocheuse intermédiaire. Pour cela, j'ai fait un relevé très détaillé du relief suivant la direction d'observation, de la chapelle de Kortenbach vers la tour panoramique et même au-delà, pour vérifier aussi si l'objet pouvait vraiment partir en ligne droite. Nous y reviendrons (figure 8).

Ces problèmes étant résolus, je devais m'occuper du fait que M. Bonabot mettait en doute la première partie des observations des gendarmes. Sa première justification était simplement que « *c'est trop beau pour être vrai* », mais il avançait aussi un autre argument. Partant du fait que l'objet volant avait rebroussé chemin (VOB.1.18) et de l'idée qu'il pourrait s'agir d'un ULM, il avait examiné une carte de la région pour savoir s'il y avait un obstacle qui aurait pu gêner le pilote de l'ULM. Il a découvert *une ligne électrique de haute tension*, ce qui l'amena à conclure que « tout semble correspondre à un petit engin... bien terrestre... dont le pilote se trouve tout à coup confronté avec un dangereux obstacle ». J'ai d'abord vérifié au moyen de cartes s'il avait raison et ensuite, en me rendant sur place. Cette enquête sera détaillée plus loin, mais je peux déjà dire que l'hypothèse d'un ULM, gêné par un obstacle, n'a pas été confortée.

## La réunion et la discussion approfondie

Elle eut lieu le 22 février 1997 dans les locaux de la SOBEPS, en présence de différents observateurs et en particulier du professeur *Emile Schweicher* de l'Ecole Royale Militaire. C'est un scientifique et il connaît les trois langues nationales qui furent utilisées au cours de la réunion. Il avait accepté ma demande de présider cette réunion. J'y ai évidemment présenté les données astronomiques (figure 2) et topographiques (figure 8), mais cette réunion devait être consacrée surtout à *l'écoute des enregistrements des différentes interviews des gendarmes*, réalisées en allemand. La bande sonore initiale était accompagnée d'une traduction française que je présentais simultanément par rétroprojecteur. Il me semblait important, en effet, qu'on puisse percevoir les émotions et le climat des entretiens, tout en ayant la possibilité de vérifier que ma transcription était complète et fidèle. Je n'étais pas encore décidé à fournir ces textes, mais je l'ai fait le 8 avril. On les trouvera dans la seconde partie de cet article.

J'ai commencé par une partie de l'enregistrement de l'interview initiale du gendarme *von Montigny*, réalisée en décembre 1989. Puisque le gendarme *Nicoll* s'était déjà exprimé dans les médias, je lui ai seulement téléphoné à ce moment pour savoir s'il avait également vu le « phénomène des boules rouges » et comment il le décrivait. En vue de la nouvelle enquête, j'ai repris contact avec M. von Montigny. Le 20 janvier 1997, je l'ai rencontré près de la chapelle de Kortenbach. Ensuite, je me suis rendu avec lui à la tour panoramique et à l'endroit des premières observations. Nous avons enregistré l'interview à son domicile et après cela, je me suis rendu immédiatement chez M. Nicoll, sans avertissement préalable. Je remercie Messieurs von Montigny et Nicoll de m'avoir permis de les réinterroger, puisqu'ils refusent toute autre interview pour la raison suivante : « nous avons dit ce qu'il y avait à dire. »

Il faut noter qu'avant la réunion, il y eut quelques réactions atténuantes de la part de mes contradicteurs. Le 10 février, M. Vanbrabant m'envoya une lettre, où il me remerciait de mes « réactions » à sa lettre du 17 décembre et « du temps que j'avais consacré à ce cas ». Il regrettait que *M. Van Utrecht avait déjà inclus l'hypothèse de Vénus dans son texte*, sans qu'elle ne soit établie (*ondertussen is het kwaad al an het geschieden,... daar het nog lang niet zeker is of dit degelijk zo is*). Quant à sa propre interpellation qu'il m'avait adressée, il m'expliqua maintenant que « l'hypothèse de Vénus est seulement *une question que je me pose* et à laquelle moi, je ne trouve pas de réponse. »

Le 27 janvier, M. Bonabot avait écrit à M. Vanbrabant: « le phénomène (au-dessus de la Gileppe) semble dépasser la simple perception d'une planète. J'y décèle une certaine étrangeté. Je crois donc... que nous ne pouvons pas *détruire* toute la structure de cette journée du 29 novembre 1989. » Au moment de la réunion, j'ai demandé à M. Van Utrecht s'il était encore possible de modifier son texte, mais il disait que ce n'était pas le cas. En fait, il m'a transmis ensuite une copie de la lettre qu'il avait envoyée le 13 février à l'éditeur du livre. Il n'y retirait pas son article, mais indiquait que la position angulaire de Vénus par rapport à la direction comporte **une incertitude de 15°**. Cela correspond au déplacement de Vénus pendant une heure, mais d'après ce qui précède, les données astronomiques et observationnelles sont bien plus précises que cela. L'écart initial et l'écart final n'ont pas été mentionnés.

Ceux qui avaient proposé l'hypothèse de Vénus et celle d'un ULM avaient eu l'occasion de faire valoir tous leurs arguments au cours des deux mois qui précédaient la réunion du 22 février. Elle devait donc être consacrée uniquement à *l'exposé des nouvelles données*. Des remarques et objections ont été formulées après cela, surtout par Wim Van Utrecht. Elles seront reprises dans la suite. Il y eut une certaine excitation, conduisant à des discussions en petits groupes et j'ai dû redemander l'attention générale pour ajouter d'autres précisions. Elles concernaient l'endroit où les premières observations des gendarmes avaient eu lieu et mon enquête sur place, pour savoir si l'hypothèse d'un ULM pouvait être justifiée par la présence

d'un obstacle qui aurait forcé le pilote à rebrousser chemin. L'astronome Ronny Blomme est venu à la fin de la réunion, mais je n'ai entendu aucune objection ou remarque de sa part.

Il est vrai qu'il ne restait pas assez de temps pour une discussion approfondie et qu'on n'avait surtout pas assez de recul pour la rendre fructueuse. M Vanbrabant accepta d'écrire le rapport de la réunion et on a spontanément adopté la meilleure procédure pour aboutir à *une discussion équilibrée, réfléchie et sereine*. Chacun s'exprimerait par écrit, après mure réflexion et dans sa propre langue. Le rapport de la réunion fut déjà rédigé le lendemain et envoyé à tous les participants. M. *Vantuyn*e qui était présent à la réunion m'a directement envoyé une copie du rapport concernant ce que les deux gendarmes avaient dit le 9 décembre 1989 devant un groupe de journalistes. Ensuite, j'ai reçu les documents suivants: (1) Une lettre de 2 pages de M. Bonabot, datée du 3 mars. (2) Six pages en petits caractères de M. Vanbrabant, datées du 20 mars et intitulées « *notes et conclusions* ». (3) Un texte provisoire de 4 pages en petits caractères de M. Van Utrecht, envoyée le 4 mars. La version définitive, traduite en français, ne fut expédiée que le 28 mars. D'après son titre, c'était une « réfutation » de mes conclusions. Disposant de tous ces éléments, j'ai rédigé *une synthèse*, reprenant tous ces éléments et mes réponses. Ce texte, envoyé le 8 avril 1997 aux participants, constitue la base de ce qui suit.

### **Analyse de l'hypothèse de Vénus**

Les derniers témoins qui ont observé l'ovni à Eupen ont constaté qu'il traversait la rue de Verviers et s'éloignait vers le barrage de la Gileppe. Les gendarmes ont également observé qu'il se déplaçait vers là, mais dans sa lettre du 20 mars, M. Vanbrabant fait remarquer que si les gendarmes ont vu le mouvement quand ils roulaient eux-mêmes vers Garnstock, il se peut qu'ils aient été victimes d'une *illusion*. On sait en effet que la Lune, observée à partir d'une voiture qui roule, donne l'impression de suivre la voiture.

Les interviews des gendarmes ont cependant révélé qu'ils ont déjà revu l'objet à la caserne. Pour en savoir plus, j'ai téléphoné à M. Nicoll et je lui ai demandé: « Pourquoi avez-vous regardé par la fenêtre ? » La réponse était simple et directe: « Puisque Creutz restait incrédule, j'ai dit: *regarde, le voilà!* » J'ai alors demandé: « Est-ce qu'à ce moment, la 'lumière' était au repos ou en mouvement ? » La réponse fut particulièrement éclairante: « Je l'ai vue à travers les branches d'un grand hêtre. Il est situé à environ 10 m de la fenêtre et il atteint à peu près 15 m. Nous nous trouvons (au 1<sup>er</sup> étage) à 4 m du sol. L'arbre était dénudé *et la lumière passait d'une branche à l'autre.* » Ici, il n'y a plus d'illusion possible : les gendarmes n'étaient pas en mouvement et le mouvement de l'objet était apprécié par rapport à des repères fixes. Il était lent, mais bien plus rapide que celui de Vénus !

J'ai demandé de suite à M. Nicoll s'il se souvenait de la direction où la lumière se trouvait à ce moment. Il répondit: « au-delà des maisons de la rue de Verviers, dans la direction de l'ancien abattoir. » Cela correspond à Rotenberg. Au moyen d'une carte de la ville d'Eupen, j'ai trouvé que vu de la caserne d'Eupen, ce lieu se situe à 166° par rapport au Nord. Puisque les gendarmes sont passés à la caserne vers 18h00, Vénus se trouvait alors à environ 210° (figure 2). Il n'y a pas de confusion possible. Il apparaît aussi que l'ovni avait encore du chemin à parcourir et que les gendarmes ont donc pu le voir progresser vers la Gileppe. D'après le rapport de M. *Vantuyn*e, ils se sont parfois arrêtés en cours de route pour observer. Ils se sont arrêtés en particulier près des « anciennes bornes kilométriques », relativement proches de la chapelle de Kortenbach.

Le fait qu'ils ont vu l'arrivée et l'immobilisation de l'objet au-dessus de la tour éclairée contredit également l'hypothèse de Vénus, mais M. Vanbrabant s'inquiète encore de la vue des gendarmes. Je savais qu'à l'époque, ils ne portaient pas de lunettes. En janvier 1997, ils m'ont confirmé tous les deux que leur vue est encore excellente. M. *Nicoll* porte seulement

des lunettes pour lire. Notons qu'une bonne vue est professionnellement importante pour des gendarmes et que de toute manière, il n'était pas tellement difficile d'apprécier l'immobilité et la position de la « boule lumineuse » par rapport à la tour éclairée. Puisque M. von Montigny a dit que l'objet était stationnaire au-dessus de la tour, tandis que M. Nicoll a précisé que c'était « un peu à gauche » de celle-ci, M. Van Utrecht suggère qu'un troisième aurait pu le voir à droite. Ne prenons pas nos désirs pour la réalité. Les deux déclarations ne sont même pas contradictoires, puisque l'objet pouvait se trouver au-dessus de la tour, mais *légèrement* à gauche. Cela ne réduirait pas, mais augmenterait l'écart initial entre Vénus et cette lumière.

Les gendarmes ont précisé par ailleurs qu'en progressant lentement, « cela arrivait à peu près à la hauteur de la tour » et quand l'objet est resté immobile, il ne se trouvait « *pas beaucoup plus haut* ». Le sommet de la tour se trouvait presque au niveau des yeux des gendarmes, puisque l'angle d'élévation était seulement un peu supérieur à 1° (figure 8). Vénus se trouvait à ce moment plus haut dans le ciel (à environ 6°), mais déjà assez bien vers le droite de la tour. Les mécanismes de la perception visuelle sont cependant tels que les angles d'élévation sont surévalués sur la voûte céleste et cela d'autant plus fortement qu'on se rapproche de l'horizon (M. Minnaert, *De Natuurkunde van't vrije veld*, I.184). Ceci s'ajoute aux effets de la réfraction atmosphérique. Il en résulte que le coucher de Vénus était un peu retardé, mais il eut lieu à 25° de la tour, au-dessus de la quelle l'autre lumière s'éloigna en ligne droite. Monsieur Van Utrecht a objecté que si les gendarmes avaient réellement vu un ovni lumineux au-dessus de la tour, ils auraient dû *signaler la présence de Vénus*. N'oublions pas que pour eux, il s'agissait de l'objet qu'ils avaient découvert (figure 1) et qu'il produisait le phénomène des boules rouges (figure 2). Par rapport à cela, *le ciel étoilé n'avait aucun intérêt*.

M. Vanbrabant fait remarquer que les gendarmes auraient très bien pu *rouler jusqu'au pied de la tour panoramique*, en suivant le chemin qui descend vers Membach. Ce changement de perspective nous aurait été bien utile, mais les gendarmes avaient *leurs* raisons pour ne pas s'y rendre. La hauteur où ils se trouvaient procurait une vue très dégagée, permettant de bien voir le phénomène des boules rouges et aussi le départ de l'objet. Ils devaient s'y attendre et ne voulaient sans doute pas le rater. On leur disait d'ailleurs par radio de continuer leurs observations, puisque les militaires ne s'expliquaient pas la présence de cet objet bizarre. Les gendarmes restaient cependant en *service de garde* (Bereitschaftsdienst). Ils devaient donc pouvoir intervenir immédiatement en cas de vol, d'accident ou d'autres problèmes. En outre, ils se trouvaient à *la limite du district d'Eupen*. Pour aller enquêter plus loin, ils auraient dû demander l'autorisation à Verviers. J'ai cherché et fait rechercher d'autres témoins qui auraient pu voir l'ovni à partir de Membach, mais je n'en ai pas trouvé. Le soir du 29 novembre 1989, on ne savait pas encore dans la région qu'il pouvait être intéressant de lever les yeux vers le ciel et la tour éclairée n'avait rien de neuf.

Messieurs Van Utrecht et Vanbrabant ne mettent pas en doute l'honnêteté des gendarmes de manière frontale, mais ils transforment leurs récits. Ils ont même essayé de *discréditer* leurs témoignages, en insistant sur la flexibilité de la mémoire et la possibilité de déformations subjectives des perceptions visuelles. Au cours de la réunion du 22 février, M. Van Utrecht faisait valoir aussi que les confusions astronomiques sont fréquentes, d'après une étude qui portait sur 1307 cas (A. Hendry, *The UFO Handbook*, 1979, p. 22 et 102).

Voyons cela de plus près. L'échantillon choisi était tel que 1158 lumières nocturnes sur 1307 semblent avoir pu être identifiées comme étant des objets astronomiques. Cet ensemble fut utilisé pour *comparer les chances de méprises en fonction de la profession*. Des policiers au sens large (law enforcement) se seraient trompés dans 94 % des cas. Leur formation ne comporte pas l'observation du ciel étoilé, mais il est déraisonnable de croire qu'ils se trompent quand ils regardent un grand objet insolite à une distance de l'ordre de 130 m et continuent à observer son comportement inattendu pendant deux heures ?

### Le phénomène des boules rouges

Les deux gendarmes ont décrit l'apparition périodique de faisceaux rougeâtres et des boules rouges, effectuant un étrange manège (figure 3). Dans sa lettre du 17 décembre 1996, M. Vanbrabant a essayé d'en rendre compte en parlant de *réfractions atmosphériques*. Le 20 mars 1997, après avoir entendu les témoignages des gendarmes, il nota encore toujours que les rayons qui relient Vénus aux yeux peuvent être déviés par réfraction atmosphérique. Il ajouta qu'il peut y avoir aussi *des perturbations de la perception visuelle*, sans préciser les mécanismes dans l'un et l'autre cas. M. Van Utrecht en a cherché dans la littérature, puisqu'il cite 6 références concernant la réfraction anormale, mais il reconnaît qu'il *n'a pas trouvé d'explication détaillée* de ce qui a été observé. Dans sa lettre du 28 mars, il écrit : « La manière avec laquelle deux rayons rouges latéraux peuvent apparaître par scintillation ou réfraction ne trouve *pas immédiatement* une explication dans la littérature spécialisée. » Au risque de le décevoir, je dois dire que ce ne sera pas possible.

Je connais bien les mécanismes des réfractions atmosphériques anormales. Je les ai étudiés entre autres à l'occasion des problèmes posés par les signaux radar des F-16 au cours de la nuit du 30/31 mars 1990 et des observations visuelles des gendarmes qui furent à l'origine de leur intervention. J'ai montré que dans le second cas, il était nécessaire de tenir compte de réfractions locales, anormalement importantes (VOB2.407-414), mais il ne s'agissait que de *scintillations de grande ampleur*. Ni l'allongement progressif des rayons horizontaux, ni le comportement étrange des boules rouges, répété de manière identique, ni la durée totale du phénomène, ni la constance des couleurs ne peuvent s'expliquer de cette manière. M. Van Utrecht a courageusement proposé une idée personnelle pour essayer de rendre compte de la périodicité du phénomène. Le 4 et le 28 mars, il affirme en effet « qu'une *couche d'inversion ondulante* se déplaça en direction des témoins oculaires et la lumière de Vénus a donc été réfléchi à certains moments sur cette couche miroitante ». Il ajoute : « Il me semble intéressant de recueillir *l'opinion* d'astronomes ou de météorologistes à cet égard ».

Au lieu d'une opinion, je peux fournir des données objectives et des arguments logiques. En optique atmosphérique, c'est le profil des *températures* en fonction de l'altitude qui importe. À partir des résultats des sondages effectués le 29 novembre 1989 par l'Institut Royal Météoro-logue à Uccle/Bruxelles, j'ai établi un graphique (figure 4). Le temps était déterminé par une large zone de haute pression, centrée sur l'Europe centrale. Il faisait beau pendant la journée, avec des gelées nocturnes, ce qui est confirmé par la figure. À minuit, le sol refroidissait l'atmosphère jusqu'à environ 500 m. À midi, le Soleil réchauffait le sol et donc aussi la basse atmosphère. Dans la soirée, il en résultait seulement une *faible* inversion de température.

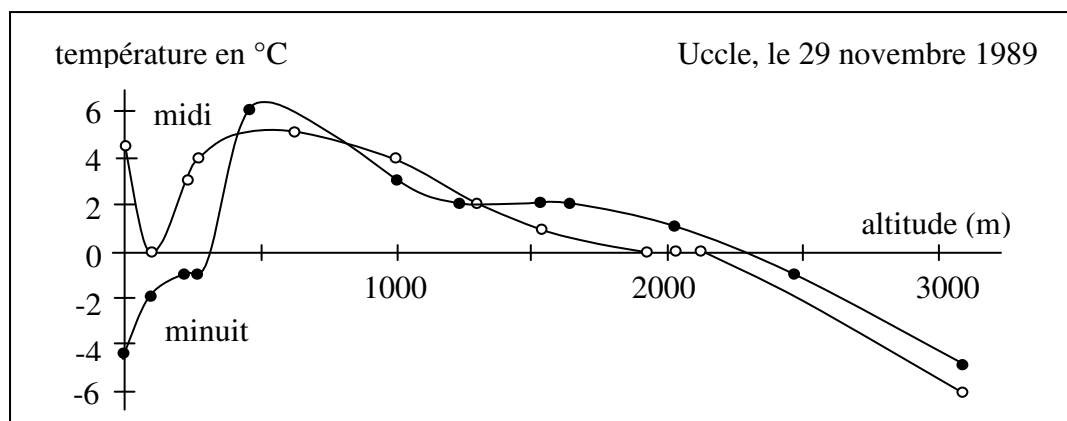


Figure 4 : Résultats des sondages de l'atmosphère à Uccle.

Je remercie le professeur Quinet de l'IRM de m'avoir transmis au début de 1997 les résultats des sondages effectués le même jour à Saint Hubert. Les profils des températures y étaient très semblables à ceux de la figure 4 pour Uccle. Il faut cependant une *forte* inversion de température, donnant lieu un changement presque discontinu de l'indice de réfraction, pour qu'une réflexion puisse y avoir lieu et produire un mirage supérieur. Des rayons lumineux qui touchent la couche d'inversion en venant d'en bas sont alors déviés vers le bas, comme si c'était un miroir. Normalement, cela ne se produit qu'au-dessus de la mer et pour des latitudes voisines des pôles, en produisant des images de vaisseaux lointains ou d'îles cachées de la vision directe par la courbure de la Terre (V.Mézentsév, *Phénomènes étranges dans l'atmosphère et sur la Terre*, Mir, 1970, 26). Physiquement, cela résulte du fait que l'air froid est plus dense et que la vitesse de propagation *de la lumière* y est donc plus petite. On peut observer un effet analogue quand on regarde la face inférieure de l'eau dans un verre, l'eau étant plus dense que l'air. Dans l'air atmosphérique, l'angle par rapport à l'horizontale à partir duquel il y aura réflexion totale est cependant beaucoup plus petit.

Même si les conditions y étaient favorables, il faudrait dès lors que les rayons viennent d'en bas suivant une incidence pratiquement rasante. Un mirage de Vénus ne serait que *de courte durée* et l'on devrait alors voir *deux lumières superposées*. Il s'agit de l'image directe et de l'image obtenue par réflexion (figure 6). On a effectivement signalé un cas de ce genre pour Vénus (W. Viezee, *Optical mirage*, in *Scientific Study of Unidentified Flying Objects*, E. Condon, Bantam, 641). Ce qui fut observé à la Gileppe était tout à fait différent.

Considérons maintenant ce qui résulterait d'une couche d'inversion *ondulante*, progressant vers les témoins. Puisque le rayon réfléchi doit toujours se trouver dans le plan formé par le rayon incident et la normale au miroir local, on devrait voir *des mirages qui montent et descendent* dans un plan vertical au-dessus de Vénus. Des fluctuations locales de la couche d'inversion produiraient donc une traînée lumineuse verticale et non pas horizontale. Cet effet est d'ailleurs bien connu, mais de manière inversée pour le soleil qui se couche au-dessus de la mer. On voit alors une traînée de reflets, reliant la source à l'observateur. *Il n'y aurait jamais des rayons horizontaux et encore moins des variations symétriques des longueurs et une rotation des « boules rouges » autour de la lumière centrale* (figure 2). Je suis d'accord avec M. Van Utrecht quand il demande qu'on se souvienne du « rasoir d'Occam » et qu'on choisisse la solution la plus logique, mais ce n'est pas la sienne !

Quand nous adoptons l'hypothèse ET, nous pouvons dire par contre que le phénomène des faisceaux délimités latéralement et de longueur variable, ainsi que les boules rouges, devient un cas particulier d'un ensemble d'observations connues. On parle de « lumière solide », mais c'est seulement *de l'air excité par une autre radiation qui est devenu lumineux*. Je pense que cela implique des « ondes de plasma » et que ceux-ci interviennent aussi, mais d'une autre manière, pour la « foudre en boule ». Ce sont des exemples des questions très intéressantes qu'un physicien peut se poser, en examinant le phénomène ovni et d'autres anomalies connues. Notons que les gendarmes von Montigny et Nicoll ont observés au début des « faisceaux lumineux » dans un cône bien délimité (figure 1) et qu'à d'autres endroits, on a même observé au cours de la vague belge des « *faisceaux lumineux tronqués* ». Des « boules rouges » ont également été observées plusieurs fois au cours de la vague belge. Cela rend ce phénomène particulier moins extravagant, bien qu'il soit plutôt rare.

### **Une signification possible du spectacle**

L'hypothèse de Vénus étant exclue, de même que celle d'un engin conventionnel ou d'une simple erreur de perception, quand on s'en tient aux faits observés et à des arguments rationnels, nous devons nous demander si l'hypothèse extraterrestre pourrait en rendre compte. Dans ce cas, il est possible qu'il y ait des applications de la physique des plasmas,

mais pourquoi en ferait-on usage de cette manière ? En 1991, j'avais indiqué que les deux faisceaux lumineux minces, observés dans le cas de la Gileppe, pourraient correspondre à *une antenne dipolaire*. Un plasma serait en effet électriquement conducteur et deux faisceaux opposés de grande longueur pourraient être déployés pour émettre des ondes EM de très grande longueur d'onde et donc de très basse fréquence (ELF). Ce n'est pas la seule explication possible.

Si nous acceptons comme « hypothèse de travail », que les ovnis pourraient être des engins d'origine extraterrestre, nous devons être logiques. Des civilisations ET beaucoup plus anciennes et techniquement plus avancées que la nôtre, capables de venir nous visiter, savent évidemment qu'un contact direct aura d'énormes conséquences sur notre civilisation. Il serait donc normal qu'ils ne brusquent rien, mais nous offrent l'occasion de nous rendre compte nous-mêmes de leur présence. Or, la caractéristique générale du phénomène ovni est que *ces manifestations sont à la fois provocantes et discrètes*. Au cours de la vague belge, les ovnis se sont souvent comportés comme s'ils voulaient être vus, mais les apparitions étaient évasives. Cela ne facilite pas l'identification, mais est compatible avec l'idée qu'*on essaye de nous faire réfléchir ou qu'on veut tester le degré de maturation de notre civilisation*. Cette idée est peut-être choquante, mais elle n'est pas absurde. La vague belge acquiert aussi plus de sens, puisque la Belgique est le siège de différents organismes internationaux, y compris l'OTAN. Le fait qu'il y eut une irruption massive d'ovnis d'un type inattendu, sans atterrissages et autres rencontres peut alors faire partie d'une stratégie.

Les événements du 29 novembre 1989 et en particulier les observations de l'ovni qui nous intéresse ici s'inscrivent bien dans un scénario de ce genre. Le gendarme Nicoll m'a dit que ce qu'il voyait à la Gileppe lui donnait l'impression d'être tellement précis et bien réglé, qu'il a pensé à un engin (terrestre, mais inconnu), effectuant des mesures. Ce qu'il voyait ne l'a pas fait penser à un phénomène naturel. Même dans le cadre du phénomène ovni, cela ne devait pas être nécessairement un effet du hasard. Cela pouvait être un « spectacle » mis en scène pour étonner ceux qui avaient montré de l'intérêt pour cet engin.

Le 20 mars 1997, M. Vanbrabant a réagi autrement en ce qui concerne les gendarmes : « Le fait qu'ils auraient pu voir de leur position deux rayons de lumière horizontaux également longs des deux côtés me semble *incroyablement accidentel, comme si tout ce show était fait à leur intention*. » Dans ce cas, ce ne serait justement pas accidentel, d'après ce que je viens de dire. Cela aurait un sens. M. Vanbrabant perçoit également que cet événement a l'air de ne pas être dû au hasard, mais il en tire une autre conclusion. Il estime que ce particularisme et l'absence d'autres témoins sont « deux faits qui à eux seuls me semblent assez forts pour considérer leur récit comme *une interprétation erronée de Vénus* ». Il faudrait cependant que cette possibilité ne soit pas contredite par d'autres arguments. Y-aurait-il une autre possibilité que des réfractions atmosphériques ?

### **Des perturbations de la vision oculaire**

Messieurs Vanbrabant et Van Utrecht signalent à juste titre que des corps célestes tels que Vénus, Jupiter, Saturne ou Sirius peuvent produire *des effets visuels déroutants*. Ils se basent d'ailleurs sur un article de Michel Bougard (Infoespace, hors série n°8, 1984, 26-32), où l'on trouve une série d'exemples concrets de méprises. Passons sur les rentrées de fusées ou de satellites et sur les distorsions produites par des jumelles mal réglées. Des corps célestes peuvent être perçus de manière inhabituelle ! Dans un cas, on a signalé deux « lignes rouges », mais l'une était horizontale et l'autre verticale. Le dessin du témoin montre que ce n'étaient pas simplement deux lignes, mais peu importe, car dans d'autres cas, on a même vu des « flèches très brillantes » et de « nombreux rayons multicolores » qui semblaient émerger d'une lumière quasi-ponctuelle. On a également signalé des variations de grandeur et de



formes, avec apparition de pointes. M. Bougard a eu le mérite de scruter les dossiers de la SOBEPS, pour montrer que cela existe, mais il n'en a pas conclu que ces témoins ont simplement dû fabuler. Il dit que « les sociopsychologues ont des idées confuses à cet égard » et trop souvent, « le débat l'a emporté » Il est donc utile, voire nécessaire d'apprendre à mieux connaître des effets de ce genre et de chercher à les comprendre.

C'est ce que je propose de faire, en partant d'idées connues (M. Minnaert, op. cit. 121-123). Certaines personnes voient facilement, quand ils observent une lumière intense très concentrée, un ensemble de rayons très longs et très nets. Ils forment *deux faisceaux divergents* orientés respectivement vers le bas et le haut (figure 5.a). Parfois, il n'y a qu'un seul faisceau. Cela résulte du fait que les glandes lacrymogènes peuvent humecter le globe oculaire de manière excessive. Le liquide transparent s'accumule alors au bord des paupières inférieures et supérieures, tandis que la tension superficielle tend à former des gouttelettes. Les réfractions de rayons lumineux conduisent alors à la formation d'un ensemble de longs traits, souvent colorés (figure 5.b et c). Une vision nocturne prolongée peut conduire à ce qu'une source lumineuse quasi-punctuelle prenne *un aspect étoilé*. C'est pour cela qu'on parle d'étoiles. Il peut même y avoir formation d'une tache polygonale irrégulière, à sommets pointus (figure 5.d). L'explication résulte du fait que les muscles qui règlent l'adaptation visuelle du cristallin, peuvent exercer des tractions inégales dans différentes directions. Ceci est favorisé par une grande ouverture des pupilles (figure 5.e). Les artistes ont souvent dessiné *des rayons* qui partent de flammes de bougies ou d'étoiles, parce qu'ils se fient à leurs yeux. Pour se rendre compte de l'origine oculaire de ces effets, il suffit d'incliner la tête ou de la tourner légèrement : la configuration des faisceaux de rayons se modifie.

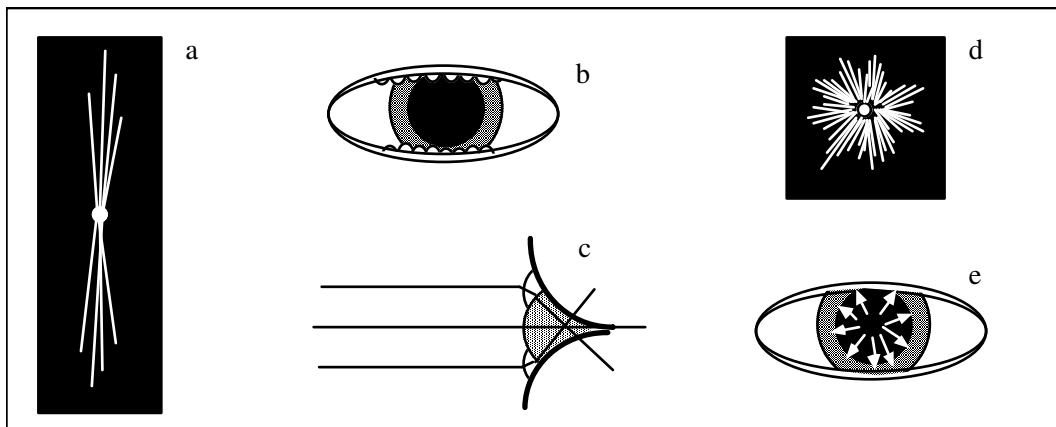


Figure 5: Perturbations oculaires de l'image d'une forte lumière quasi-punctuelle

Michel Bougard et Allan Hendry citent aussi des cas où un corps céleste, vu à l'œil nu, a donné lieu à *de brèves variations du diamètre apparent*. Hendry pense que cela pourrait résulter d'un effet de « lentille atmosphérique ». Ce n'est pas plausible, puisqu'il faudrait postuler une réfraction par une masse d'air de densité accrue, assez symétrique, mais variant de manière saccadée. Je propose une solution plus simple : des défocalisations passagères, par suite de relâchements assez brusques des muscles qui tendent la lentille. Rien de tout cela ne permet d'expliquer ce que les gendarmes ont vu (figure 2).

### Conclusions concernant le cas de la Gileppe

Le 8 avril 1997, j'ai communiqué aux participants du débat les conclusions suivantes qui résultaient de la nouvelle étude, incluant l'interview des gendarmes (2<sup>e</sup> partie).

1. Les deux gendarmes ont vu à partir de la caserne d'Eupen et lors de leurs arrêts que l'objet lumineux était en mouvement, sans qu'ils soient eux-mêmes en mouvement. En outre, ils ont vu que l'objet lumineux s'est arrêté au-dessus de la tour éclairée. Il n'y a donc *pas simplement eu une illusion de mouvement* de la planète Vénus.
2. Les gendarmes ont bien observé que la lumière blanche très brillante restait *stationnaire par rapport à la tour éclairée* et cela pendant environ une heure. Vénus s'est déplacée pendant ce temps de 15° et est descendue jusqu'à l'horizon.
3. Il n'est pas exact que lorsque les gendarmes roulaient vers Kortenbach et quand ils y sont arrivés, la lumière se trouvait justement dans la direction de la planète Vénus à ce moment. L'écart était de 10°. Pour s'en rendre compte, il faut déterminer la direction de la tour avec précision et tenir compte de l'heure d'hiver en Belgique. *L'hypothèse de Vénus est exclue*, puisque l'écart par rapport à la tour atteignit même 25°.
4. Les gendarmes n'ont pas changé leur poste d'observation et ils n'ont pas signalé la présence de Vénus parce que pour eux, cela n'avait pas d'intérêt.
5. *Le phénomène des boules rouges* ne s'explique ni par des réfractions atmosphériques ni par des perturbations de la vision oculaire, associées à l'hypothèse de Vénus.
6. Des boules rouges ont été observées plusieurs fois en association avec des ovnis de la vague belge. C'était le cas à Henri Chapelle, le soir du 29 novembre 1989 et ensuite à d'autres endroits (le 1<sup>er</sup> et le 11 décembre 1989, le 1<sup>er</sup> mars, le 13 avril 90 et le 22 novembre 1990). Les explications proposées par les sceptiques ne s'appliquent pas à tous ces cas quand on respecte les témoignages.
7. Une analyse objective doit *envisager toutes les hypothèses, sans préjugés et sans exclusives*. Ceci s'applique aussi à l'hypothèse extraterrestre.

### **L'hypothèse d'un ULM**

J'accepte volontiers la demande que M. Vanbrabant m'adressa dans sa lettre du 20 mars. Il voulait qu'on ne se limite pas à l'hypothèse extraterrestre, mais qu'on considère aussi « d'autres hypothèses, comme celle d'un ballon, ULM ou autre appareil volant léger motorisé. » Faisons-le, mais à fond ! Ne nous contentons pas d'impressions superficielles ou d'idées préconçues. Il faut évidemment commencer par un examen d'explications conventionnelles, mais quand elles se révèlent insuffisantes, il faut pouvoir le reconnaître. La tentative d'expliquer la vague belge par *des avions secrets américains*, par exemple, a pu être envisagée, mais quand on se donne la peine d'examiner assez de cas en détail, cette hypothèse s'avère irréaliste. Elle officiellement contredite. Supposer que *toutes* les observations d'ovnis résultent simplement d'erreurs de perception ou d'interprétation, combinées éventuellement avec des effets de contagion sociale, n'est pas réaliste non plus. Des erreurs sont possibles et chaque cas particulier doit être testé à cet égard, mais il ne faut pas perdre de vue *la cohérence globale du phénomène*.

Celui qui voit pour la première fois une aurore boréale ou qui a entendu parler une seule fois de foudre en boule, par exemple, aura une autre attitude à cet égard que celui qui sait qu'on a déjà observé des phénomènes de ce type. À l'échelle mondiale et depuis de très nombreuses années, les ovnis présentent, malgré la diversité des formes possibles, une unité phénoménologique très remarquable. Il s'agit en effet d'objets volants, sans qu'on y discerne des moteurs ou des tuyères d'éjection. Ils ne sont pas pourvus d'ailes pour assurer leur sustentation aérodynamique, en exploitent le fait que la pression de l'air dépend de sa vitesse. Ils n'ont pas d'empennages pour le contrôle du vol. *Ils relèvent d'une technologie différente*. Essayons de comprendre comment cela peut fonctionner, au lieu de nous enfermer simplement dans la négation de cette possibilité. Il ne suffit pas de croire que les gendarmes von Montigny et Nicoll se sont trompés (même deux fois, de même que les autres témoins

associés à ce cas), pour *résoudre le problème de fond*, résultant de l'existence d'un « phénomène ovni ».

On doit être critique, mais dans tous les sens. Sinon, on est simplement partisan. Voyons donc si « l'hypothèse d'un ULM » peut rendre compte de l'objet volant qui nous intéresse. À cause de sa forme triangulaire et de son évolution lente à très basse altitude, M. Bonabot a pensé à un ULM. Comment aurait-il pu se maintenir immobile dans l'air et voler à d'autres moments, sans faire de bruit ? Comment pourrait-il effectuer sur place une rotation de 180° ? M. Bonabot n'a pas répondu à ces questions, mais il a cherché à savoir si l'ULM aurait pu rencontrer un obstacle dangereux. Une carte assez détaillée de la région permettait de voir qu'il y avait effectivement *une ligne électrique*. On pouvait supposer que c'était une ligne à haute tension. Elle suit la rue qui est perpendiculaire à la N68, avant le carrefour de Merols, du côté de Belven, mais quand j'y suis allé, j'ai constaté que c'est une ligne électrique du réseau ordinaire (220 V) et que sa hauteur est bien inférieure à 20 m. Puisque l'ovni évoluait à environ 120 m du sol, *cette ligne électrique ne l'aurait pas gêné*. Par après, il a d'ailleurs survolé d'autres lignes électriques, des bâtiments et même la ville d'Eupen. Je suis retourné une seconde fois sur les lieux, pour y chercher des lignes à haute tension. J'en ai trouvé une de 15.000 V, mais elle était située assez loin de la N68 et sa hauteur était également très faible par rapport à 120 m. Reste à préciser où l'ovni a rebroussé chemin.

M. von Montigny avaient découvert l'objet volant non identifié au-dessus d'une prairie, à droite de la N68 quand on roule vers Aix-la-Chapelle, entre Kettenis et Merols. C'était derrière Libermé, juste un peu plus loin que le petit chemin qui mène à la ferme « Gut Luft », en face d'une croix de l'autre côté de la route. À cet endroit, on a une vue bien dégagée sur la prairie, située un peu plus bas que la route. Quand les gendarmes ont constaté que l'engin se mettait en mouvement vers Merols, ils se sont dit: « *Allons nous mettre sur la petite route un peu plus loin, pour bien le regarder !* » Je savais que l'ovni a rebroussé chemin avant cette route, mais les gendarmes l'ont déjà vu avant d'y arriver. Ce n'est donc pas la ligne électrique de 220 V qui longe cette route qui fut décisive, mais plutôt le fait que les gendarmes qui avaient observé l'ovni se sont également mis en route et l'ont devancé, comme s'ils avaient l'intention de l'intercepter visuellement, un peu plus loin.

M. Nicoll m'a parlé de l'histoire d'un fraudeur qu'il avait intercepté. Il se promenait tout seul dans la forêt, en tirant un traîneau chargé. Voyant la manœuvre (apparemment évasive) de l'ovni, ils ont décidé de l'observer plus discrètement et plus à l'aise par rapport au trafic, en empruntant la rue Haute (Hochstrasse). On peut la rejoindre un peu avant le carrefour de Merols, mais ils l'ont fait au carrefour précédent de Eierhof-Belven. À l'époque, cela avait peu d'importance à mes yeux, mais en me rendant de nouveau sur les lieux, j'ai constaté que l'ovni a rebroussé chemin au-dessus d'une grande prairie parfaitement plane, *sans aucun obstacle*.

L'hypothèse d'un ULM a été défendue aussi par le sceptique allemand Werner Walter, commerçant à Mannheim et fondateur du CENAP (Centrales Erforschungs-Netz aussergewöhnlicher Himmelsphänomene). Il envoya des formulaires aux gendarmes von Montigny et Nicoll, mais ils ne les ont jamais remplis. M. Walter ne s'est d'ailleurs pas rendu sur place pour réaliser des enquêtes approfondies. Il n'en avait pas besoin pour soutenir sa théorie. Puisqu'on a vu des *triangles* et entendu *parfois* un bruit qui pourrait être celui d'un moteur, il a affirmé que les deux gendarmes d'Eupen *devaient avoir vu un ULM*. Il a même eu l'audace de défendre cette thèse dans un journal d'Eupen (Grenz-Echo, le 5 mars 1994). En fait, il y faisait de la réclame pour une de ses publications (Ufos 2000 - Die Eskalation). Le titre de cet article proclamait que *le pilote s'est moqué des ufologues*. C'est une extrapolation spéculative de ce qui lui semblait normal. Il a explicité sa vision du phénomène ovni dans un autre livre, paru en 1996. Un quart de ce livre est consacré à la vague belge, mais la présentation que M.

Walter en fait est un tissu de distorsions systématiques et de désinformations éhontées. Ce n'est pas « la Vérité », comme le proclame le titre de son livre : *UFOs - Die Wahrheit*. Au contraire, il réécrit l'histoire à la manière des révisionnistes qui nient l'extermination massive des juifs par le régime nazi. Cela existe!

Pour Werner Walter, toute la vague belge n'est qu'une suite de méprises. Il termine son exposé sur ce qu'il appelle la « vague des pseudo-ovnis », en affirmant que « les candidats pour expliquer ces ovnis sont des avions ultralégers, pilotés par des aventuriers, des avions expérimentaux privés et des appareils téléguidés de grand format, partant par exemple de bases militaires dans la région des observations » (livre cité, p.303). Il ne fournit aucune preuve, mais ajoute: « *C'est notre espoir que le pilote responsable se fera connaître.* »

Notons encore qu'il mentionne son « collègue » Wim Van Utrecht, parce qu'il aurait réalisé, au moyen de carton, de ciseaux, d'une aiguille et de quelques lampes, une photo truquée qui ressemble à celle de Petit-Rechain (livre cité, p.299). Pour en juger, on doit procéder à une analyse approfondie de la photo originale (voir par exemple mon site Internet). Je signale aussi que M. Van Utrecht n'a pas hésité à discréditer la vague belge et la SOBEPS dans une publication ufologique internationale (Mufon UFO Journal, février 1992 et août 1992). Je l'ai rencontré aussi lors d'une émission télévisée en néerlandais (VTM, 1995), où il intervenait comme étant fermement opposé à l'hypothèse extraterrestre.

### **Le fond du problème**

M. Vanbrabant a terminé sa lettre du 20 mars en ces termes: « *Il ne s'agit plus d'observations isolées, mais de l'ufologie elle-même...* Il y a des leçons à tirer, qui iront, on peut l'espérer, dans la direction d'une continuation de la recherche. » Je l'espère aussi, mais quelle recherche? J'ai honnêtement cherché à savoir si l'hypothèse de Vénus pouvait être retenue ou non, mais je voulais voir aussi si un dialogue est possible. Ce n'était pas évident, puisque j'ai toujours eu l'impression dans le passé que les soi-disant « sceptiques » sont plus *croissants* que les autres. Ils croient dur comme fer qu'une origine extraterrestre est impossible ! Qu'on puisse être de cet avis, fait partie de la liberté de pensée et est parfaitement respectable, aussi longtemps que cela ne conduit pas à faire du tort à d'autres personnes ou à entraver l'étude du problème posé. Je n'ai aucune envie de polémiquer. Je crois simplement que si l'on se parle, on a des chances de s'entendre. Prenons donc un peu de recul et posons-nous la question fondamentale: *quels sont les critères de vérité?*

Il y en a deux. D'une part, on doit *se référer aux faits observés*. Ce sont eux qui définissent la « réalité » quand ont veut savoir ce qui est vrai ou faux. D'autre part, il faut *construire une représentation mentale* de la réalité. C'est une sorte de modèle, mais pour qu'il soit valable, il faut qu'il soit correct (sans fautes ou incohérences logiques) et vrai (en accord avec les faits observés). Il y a donc à la fois un critère de *cohérence interne* et un critère de *confirmation externe*. En physique, on sait que même des théories apparemment bien établies reposent quand même sur des hypothèses, postulats ou axiomes. Il se peut qu'ils permettent de rendre parfaitement compte de tous les faits connus, mais qu'on voit alors surgir *de nouveaux faits* qui contredisent les idées qu'on avait et qui étaient supposées être bien assurées. Si ces faits s'avèrent réels, on doit introduire d'autres hypothèses ou postulats pour rendre compte également de ces données. Ce « *changement de paradigme* » est, en général, très difficile.

Il est assez fréquent qu'on se contente de dire : « cela passera ». On attend, mais ceci peut conduire aussi à *fermer les yeux* pour ne pas devoir changer les idées qu'on a dans sa tête. On voudrait qu'elles soient vraies, parce qu'on en a l'habitude ou parce que les nouvelles données exigeraient des remises en question très fondamentales. Quand je regarde la réponse globale de l'humanité et surtout de la communauté scientifique vis-à-vis des nombreuses observations d'ovnis, je suis bien obligé de reconnaître qu'on agit comme si rien ne s'était jamais passé. Les

« sceptiques » optent également pour le refoulement, mais au lieu de rester passifs, ils s'engagent activement dans une *fuite vers l'avant*. D'autres personnes et en particulier des cinéastes jouent simplement sur les émotions. Ils remuent l'inconscient collectif, mais ne résolvent rien. Ce qui est nécessaire, comme toujours en sciences, c'est d'abord une certaine capacité d'étonnement, ensuite la volonté de savoir ce qui se passe et enfin, le désir de le comprendre.

### **L'idée d'un verdict**

A la fin de sa longue lettre du 20 mars 1997, M. Vanbrabant estime que nous nous trouvons dans une « impasse ». D'après lui, chacun avance seulement des arguments subjectifs. Il demande dès lors qu'on soumette la problématique de l'hypothèse de Vénus à un panel d'astronomes et de météorologues, afin d'en arriver à *un verdict*. C'est une procédure de type juridique qui permet effectivement de résoudre certains conflits. On confie le pouvoir de « trancher » à des experts ou à une autorité. Cette méthode n'est pas adéquate quand il s'agit de la recherche de la vérité pour des matières scientifiques. On l'a essayé pour Galilée, mais cela n'a pas réussi, puisque la vérité était inscrite dans la réalité physique, à découvrir et à comprendre. Il importe donc de *laisser libre cours à l'esprit, en exigeant uniquement le respect de la cohérence logique et de la conformité aux faits observés*. On ne peut pas « dicter » ce qu'on doit penser quand on rencontre l'inconnu. C'est l'Histoire qui en jugera.

## **2. Les interviews des témoins**

### **La première interview du gendarme von Montigny**

Elle a été réalisée en décembre 1989 par A. Meessen. Voici le jeu des questions (Q) et réponses (R) que ceux qui ont assisté à la réunion du 22 février 1997 ont pu suivre en langue allemande et en regardant la traduction en langue française. Puisque l'interview complète a duré plusieurs heures, je n'en reproduis qu'une partie.

R ... Nous avons vu en tout cas que l'objet tournait et revenait en arrière.

Q Et de la rue haute, pouviez-vous le voir constamment ?

R Nous pouvions le suivre tout le temps... Nous sommes rentrés à la caserne. Willems Robert a dit: "ça ne va pas comme ça... sinon, c'est moi qui téléphone"....

Q Alors, tout le monde l'a vu ?

R Willems Robert a vu ce qui se tenait là-bas et Creutz l'a également vu à ce moment.

Q Vous aussi ?

R Ah oui! ... Nous sommes repartis, en prenant la route de Herbesthal pour tourner vers Garnstock. L'objet était resté suspendu. Quand nous étions entre la route de Herbesthal et celle de Verviers, il se remettait en mouvement, direction Gileppe.

Q Quelle heure était-il ?

R Environ 6 h 15... Nous avons traversé la rue de Verviers, vers Membach. On y arrive à une chapelle située sur une hauteur, devant une profonde vallée. Nous y sommes restés pour regarder. Cela se tenait alors tout à fait immobile au-dessus de la Gileppe.

Q C'était quelle heure ?

R Vers 6 h 30. J'étais sorti de la voiture, pour garder cette chose à l'œil. Dans la vallée, on voyait la tour panoramique de la Gileppe. Elle était bien éclairée. C'était suspendu au-dessus de cette tour. Nicoll qui observe de la voiture voit une autre lumière qu'il attribue à un fermier. Il me dit: "Hubert, il y a un deuxième!" Cela venait vers nous, très vite, mais en prenant un virage.

Q Pouvez-vous dessiner la trajectoire sur ma carte ?

R Cela venait de Baelen et tournait ainsi... Oui, c'était sans doute l'objet que les autres ont vu à la caserne (voir la dernière interview). Quelques minutes après, les collègues de Kelmis disent à la radio: "nous le voyons aussi!". Cela pourrait être le même objet. Il y avait quelque chose de remarquable! De l'objet au-dessus de la Gileppe partaient toujours des points lumineux, comme

des faisceaux laser. Quand ils étaient à une certaine distance, une grande distance, on avait l'impression qu'ils revenaient en arrière. Nous l'avions déjà constaté quand nous étions sur la rue Haute (après le passage à la caserne). Il y avait des faisceaux de lumière qui partaient... très loin - rougeâtres - des deux côtés, horizontalement. Quand ils étaient loin, ils revenaient, mais ne rentraient pas dans l'objet. Ils tournaient autour et repartaient.

Q C'était soudain ?

R Subitement. Cela sortait très vite et revenait.

Q Vous voyez que cela se raccourcit ?

R Oui, nous voyons que cela se raccourcit et quand c'était de nouveau près de l'objet, nous avions l'impression que cela tournait autour.

Q Qu'est-ce qui tourne autour ?

R J'ai toujours comparé cela à des plongeurs qui tirent un harpon et qui ramènent ensuite la flèche vers eux... Cela me donnait cette impression là, mais, cela tournait de nouveau autour...

Q Qu'est-ce qui tourne autour ?

R Ce qui était parti.

Q Nous devons préciser cela, puisque c'est très important.

R Cela partait horizontalement des deux côtés, très vite. Quand c'était peut-être à 5 ou 6 km, les deux revenaient et tournaient autour, pour repartir...

Q C'est tout le rayon qui tourne autour ?

R C'était quelque chose comme une boule rougeâtre. Il y en avait deux. Une de chaque côté et ils repartaient.

Q Je ne comprends pas encore. Vous devez me le décrire avec plus de précision! Donc ceci (sur le dessin qu'on trouvera à la fin de cet article) était quelque chose comme un rayon. Comment pouviez-vous vous en rendre compte? La couleur était différente ?

R Oui, une autre couleur. C'était rougeâtre.

Q Rougeâtre. Ah. Et cette boule ?

R Très lumineuse.

Q Les rayons étaient rougeâtres... et assez lumineux ?

R On pouvait bien les voir.

Q Très longs ?

R Très éloigné.

Q Vous pensez même plusieurs kilomètres ?

R Oui, à partir de l'objet. Oui, oui, oui.

Q Très vite ? Comme si l'on avait tiré ?

R Comme quelque chose qu'on tire, mais c'était aussi comme un avion qui forme une traînée.

Q Des deux côtés ?

R Des deux côtés, en s'écartant rapidement de l'objet. Ensuite, cela y revenait rapidement, sans y rentrer. C'était sorti, mais ne rentrait pas.

Q Et quand cela revenait, cela (le rayon dessiné) avait une certaine largeur ?

R Non, à ce moment, il n'y avait plus de rayon.

Q Qu'est-ce qui revenait ?

R Une sorte de sphère.

Q Ah!

R Nous avons l'impression que cela part à une certaine distance et puis cela doit retourner.

Q Le rayon n'est plus là ?

R Le rayon a disparu.

Q Et quelque chose comme une boule revient ?

R Revient !

Q Et sa couleur ?

R Rouge comme une boule de feu.

Q Ah, ceci est intéressant... et même très important.

R L'une tournait comme ceci et l'autre comme cela.

Q Les boules tournaient ?

- R Elles tournaient toutes les deux autour (de l'objet central) et puis, elles repartaient, mais de nouveau très vite.
- Q Ce n'étaient que les boules qui repartaient ou y avait-il un rayon ?
- R Curieusement, quand cela repartait d'ici, cela avait de nouveau un rayon.
- Q Hm... Ce que vous dites là est très important.
- R Pas que je dois aller à Anvers, c'est pour nous... (l'hôpital psychiatrique). Pas que je dois m'asseoir devant un psychiatre!
- Q Non, non.... Comment cela a-t-il commencé ? Vous l'avez vu (seulement) quand vous étiez près de la Gileppe ?
- R Nous l'avons vu en venant.
- Q Donc de la rue Haute,... assez loin de là (de l'endroit où cela s'est immobilisé)?
- R Oui. oui. Et quand c'était suspendu au-dessus de La Gileppe, on pouvait très bien le voir. Cela partait des deux côtés.
- Q Puisque vous le voyez latéralement, cela aurait pu aller également dans d'autres directions (dans le même plan horizontal) ?
- R Vers l'arrière, c'est possible, mais vers l'avant, on aurait dû le voir. Nous l'avons vu des deux côtés.
- Q Vers l'avant, vous l'auriez vu ?
- R Probablement oui. Ce serait venu vers nous... Ensuite, cela s'est remis en mouvement et volait en direction de Spa.
- Q C'est resté stationnaire pendant combien de temps au-dessus de la Gileppe ?
- R Une demi-heure ?
- Q Et à quel endroit ?
- R Au-dessus de la tour panoramique.
- Q Elle était éclairée?
- R Elle était éclairée.
- Q Et de là, (c'est parti) en direction de Spa ?
- R Spa.
- Q Rapidement ? Lentement ?
- R Lentement.
- Q Et comment cela se passe, quand cela se met en mouvement ? Il y a encore ces rayons ?
- R Non. Brusquement, il n'y en avait plus.
- Q Ah !
- R On ne les voit plus. Parti! Cette chose se mettait en mouvement sans ces rayons, sans tout ce qui s'en écartait. Cela se déplaçait vers Spa.
- Q Bien. Et ces rayons ou ce qui partait, cela allait jusqu'où ?
- R 5 ou 6 km.
- Q Combien de temps cela restait-il éloigné ?
- R Cela partait vite et pendant combien de temps cela restait? 4 ou 5 minutes et puis, cela revenait.
- Q Ah ! Et quand c'était éloigné, cela restait lumineux ou... ?
- R Oui. Cela durait un certain temps. Ce n'étaient que les deux boules rouges-feu qui revenaient vers cet objet. Elles tournaient autour et repartaient. Je ne sais pas si le rayon s'est disloqué ou quoi.
- Q Donc je répète, pour être certain d'avoir bien compris. Quand elles (les boules rouges) partaient, il subsistait un trait lumineux, comme quand les avions forment une traînée de condensation, par exemple.
- R Oui.
- Q Ce rayon était rouge et avait une certaine largeur ?
- R Oui.
- Q Il restait constant pendant un certain temps ?
- R Oui. Quand les boules revenaient, c'était parti.
- Q Et jusqu'à ce qu'elles reviennent ?
- R Jusqu'au retour, on les voyait.
- Q Pendant combien de temps ?

- R 3, 4 ou 5 minutes. Elles partaient rapidement, accompagnées des traînées.
- Q Mais une fois que les traînées étaient formées, pendant combien de temps restaient-elles ?
- R 3 - 4 minutes.
- Q Et combien de temps jusqu'à la sortie suivante ?
- R Aussi 4, 5 minutes. Cela partait, revenait, tournait autour et repartait. A ce moment, la bande (ou traînée lumineuse) était de nouveau là.
- Q Les deux traits ?
- R Deux traits, un de chaque côté.
- Q Tous ces détails sont justement très importants....  
Avec quelle vitesse l'objet s'est-il mis en mouvement ?
- R A l'aise.
- Q Progressivement ?
- R Oui, tout lentement, comme un ballon à air chaud. Vraiment à l'aise. On le voyait encore au même endroit et puis cela descendait (Spa se trouve dans le prolongement de la direction d'observation). Alors nous sommes partis. À Kelmis, on observait encore toujours l'autre objet. Nous nous sommes rendus au Walhornefeld qui est le point le plus élevé de ce côté...

### **La seconde interview de von Montigny, le 20 janvier 1997**

- Q Monsieur von Montigny. Je vous remercie beaucoup. J'aimerais bien qu'on puisse revenir sur la deuxième partie des observations, en commençant au moment de votre passage à la caserne.
- R Oui, monsieur le professeur Meessen, j'étais à votre disposition dans le temps, puisqu'à peine quelques jours après que vous l'avez su, vous vous êtes mis en contact avec nous et nous vous avons raconté ce que nous avons vu. Je suis naturellement encore maintenant à votre disposition, mais je peux seulement confirmer ce que nous avons vu à ce moment.... De la fenêtre de notre poste de service (au premier étage), nous pouvions voir l'objet. Il semblait être immobile. Je ne peux plus préciser la hauteur. Nous sommes presque directement partis avec notre voiture de service et ayant pris la rue Haute, nous pouvions constamment voir l'objet. Il s'est alors remis en mouvement, en avançant lentement vers Garnstock et Roereke.
- Q Quel était l'aspect de la « lumière » quand vous l'avez revue ?
- R Cela bougeait très lentement et nous étions plus ou moins au-dessous de l'objet. C'étaient les mêmes lumières que celles que nous avons observées près de la Ferme des œufs (Eierhof) Il y avait tourné et longé la route d'Aix-la-Chapelle, en avançant très lentement vers Eupen. Maintenant, il volait aussi très lentement. Nous avons alors traversé la route de Verviers, pour rouler vers Roereke. L'objet se déplaçait lentement en direction de la Gileppe. Il y a une forêt de sapins et une vallée. L'objet continuait dans la direction de la tour éclairée. Il s'arrêtait au-dessus de la Tour, avec une forte luminosité.
- Q C'était visiblement en mouvement, avant de s'arrêter ?
- R Cela s'est déplacé pour y aller et n'y était pas encore quand nous sommes arrivés à Roereke. L'objet que nous avons poursuivi était encore en mouvement et il se dirigeait vers la tour. Arrivé au-dessus de la tour, il s'est arrêté et est resté immobile.
- Q Vous avez donc vu que cela était d'abord en mouvement, avant de s'arrêter à un moment donné ?
- R Absolument.
- Q Et où cela s'arrête-t-il par rapport à la tour ?
- R Vu de notre position, cela s'est arrêté au-dessus de la tour. A quelle hauteur? 50 ou 60 mètres? Je ne le sais pas, mais ce n'était pas très élevé.
- Q Cela reste ensuite dans la même position par rapport à la tour éclairée, qui est votre point de référence ?
- R Cela reste rigide au-dessus de la tour panoramique, absolument sans mouvement, ni vers la droite ou la gauche, ni vers l'avant ou l'arrière. Rigide !
- Q Quel est l'aspect de l'objet ou de la lumière à ce moment ?
- R La lumière, je l'ai comparée à un arbre de Noël. Elle était très lumineuse, mais comportait des parties foncées. C'était très clair avec des ombres.



- Q Donc plusieurs lumières. Étaient-elles colorées ?
- R Les lumières étaient très fortes, mais blanches.
- Q Voyait-on des faisceaux de lumière, comme pour des phares orientés ?
- R Non. Comme je l'ai dit: très lumineux, avec des parties sombres, comme pour un arbre de Noël.
- Q Combien de lumières pouvait-il y avoir ? 2 ou 20, par exemple ?
- R En tout cas plusieurs. Je ne dirais pas beaucoup, mais plusieurs.
- Q Plus de deux ?
- R Certainement. Peut-être 10 ou 15. Puisqu'elles étaient très lumineuses, on ne pouvait pas les compter.
- Q Étaient-elles plus fortes que la lumière de la tour ?
- R Oui, d'un ordre de grandeur.
- Q Et la couleur ?
- R Un blanc très intense.
- Q Au cours de cette observation, avez-vous vu des « rayons » dans l'une ou l'autre direction ?
- R Oui, c'était très spécial. Quand c'était suspendu au-dessus de la tour éclairée, il y avait - de manière très remarquable - des rayons qui partaient horizontalement. Ce n'étaient pas des rayons, parce qu'on avait l'impression que c'était une masse solide (ce qui me rappelle le phénomène des "solid lights"). Ils partaient à gauche et à droite, extrêmement loin de l'objet et revenaient ensuite. On avait l'impression qu'ils serpentaient autour. Après quelque temps, une (sorte de) pelote était de nouveau éjectée des deux côtés. Est-ce que cela se dissolvait ? Je ne sais pas, mais c'était comme une pelote qu'on jette (en retenant l'extrémité du fil). A la fin, il n'y a plus rien, mais (ici) la "pelote" revient. Cela donnait l'impression de s'enrouler autour de l'objet, mais après peu de temps, cela repartait de la même manière sous la forme de deux pelotes dans les deux directions opposées. Ensuite, le même jeu se répétait.
- Q Quand vous parlez d'une pelote, est-ce comme une boule? S'agit-il d'une partie lumineuse ?
- R Oui.
- Q Quelles étaient les couleurs des « traits » et des « pelotes » ?
- R Elles étaient rouges comme le feu.
- Q Les boules ?
- R Les boules et les traits. A l'époque j'ai comparé cela à un harpon de pêcheur qu'on rappelle, mais quand j'y ai réfléchi par après, la pelote était encore une meilleure comparaison. Quand on la jette, en retenant le fil, la pelote part jusqu'à ce qu'il n'y en ait plus (ce qui limiterait la distance, mais M. Nicoll m'a précisé que les « boules » ne devenaient pas plus petites).
- Q Qu'est-ce qui tournait autour de la lumière centrale ?
- R On avait l'impression que ces rayons étaient embobinés autour de l'objet. Ce n'étaient pas des rayons, puisqu'on ne pourrait pas les embobiner. Je ne sais pas monsieur le professeur (ce que c'était).
- Q Est-ce que les rayons apparaissaient simultanément des deux côtés ?
- R Oui.
- Q Avaient-ils la même couleur ?
- R Oui.
- Q Un ou plusieurs rayons ? Cela veut dire, un faisceau horizontal composé de plusieurs rayons ou un seul ?
- R Je pense qu'il y en avait deux dans chaque direction.
- Q Cela veut dire que cela avait une certaine épaisseur ?
- R Oui.
- Q Et pourquoi pensez-vous qu'il y en avait deux? Étaient-ils parallèles entre eux? Y avait-il un intervalle ? Et celui-ci, avait-il la même couleur ?
- R Quand vous chauffez un fer, cela émet de la lumière, une certaine luminosité, avec une séparation entre la partie supérieure et inférieure.
- Q Vous avez vu deux traits lumineux. Ce qui les sépare est également lumineux ?
- R Oui. Pas autant que les deux traits, mais plus clair que le ciel.
- Q Ce qui est intermédiaire présente des bords parallèles ?

- R Oui.
- Q Il n'y a pas d'autres rayons vers le haut ou vers le bas ?
- R Non.
- Q Avez-vous vu à un moment donné des rayons verticaux ?
- R Non.
- Q Avez-vous vu des lumières qui partaient de la tour éclairée ?
- R Non.
- Q Quand les longs rayons disparaissent, comment cela se passait-il au cours du temps ?
- R Vous voyez d'abord des deux côtés ces énormes rayons. Ensuite, les extrémités se rapprochent et finalement, cela s'enroule au centre. L'objet devient rouge à ce moment.
- Q La lumière centrale devenait rouge ?
- R Non, elle restait blanche. J'avais l'impression que cela s'enroulait...
- Q Vous voyez qu'il forme un bord qui est rouge ?
- R Oui.
- Q Est-il plus rouge que les rayons ou les boules ?
- R Non, c'est la même rougeur. Je ne sais pas si les rayons rentraient dans l'objet, mais cela s'enroulait apparemment, puisqu'il y avait formation d'un bord rouge.
- Q Que se passait-il à ce moment ? Il n'y avait plus rien à l'extérieur ?
- R Plus rien. Seulement le bord rouge et après quelque temps, tout cela recommence: une boule rouge des deux côtés.
- Q Et le bord rouge avait alors disparu ?
- R Quand ils étaient "tirés", le bord rouge n'était plus là. Cela s'est répété plusieurs fois.
- Q Combien de fois ?
- R Je ne l'avais pas dit ? Je ne sais plus...
- Q C'était quand même assez souvent ?
- R Oui.
- Q Et comment cela s'est-il terminé ?
- R L'objet est resté stationnaire. Ensuite, le bord rouge ayant disparu, il s'est lentement mis en mouvement.
- Q Pouvait-on voir qu'il se mettait en mouvement ?
- R Non, nous le supposions, puisque l'objet devenait plus petit. Il partait en direction de Spa. Finalement, ce n'était plus qu'une petite tache.
- Q Au même endroit, ou est-ce que cela bougeait dans l'une ou l'autre direction ?
- R Non. Cela partait.
- Q Vers l'arrière ou latéralement ?
- R C'était suspendu rigidement et partait vers l'arrière. Ni vers la gauche ou la droite.
- Q Et où se trouve Spa ?
- R Spa et Jalhay sont là derrière.
- Q Ce n'est vraiment pas parti latéralement ?
- R Non, non, non.
- Q Dans quelle mesure pouvez-vous être certain que c'est resté toujours au même endroit ?
- R Absolument certain. C'était rigide. Si cela avait bougé vers la gauche ou vers la droite, on l'aurait vu.
- Q Les rayons n'étaient plus présents quand cela a commencé à partir ?
- R Non.
- Q Comment avez-vous pu constater que cela part ?
- R Nous l'admettions. Quand vous vous promenez, au fur et à mesure que vous vous éloignez, je vous vois devenir plus petit.
- Q N'est-ce pas étonnant d'une certaine manière que l'objet soit (justement) parti suivant la direction de votre regard et que les rayons soient latéraux, pour que vous puissiez bien les voir ! Qu'en dites-vous ?
- R L'objet devait partir quelque part. Cela ne pouvait pas rester en permanence. Cela aurait été "trop beau" si l'objet devait encore s'y trouver le lendemain. Chacun serait venu et chacun l'aurait vu.

- Q Mais que ce soit justement parti dans cette direction là, n'est-ce pas étonnant ?
- R Non. Cela devait partir vers quelque part et je ne crois pas que nous étions "assez beaux" pour que cela ait voulu nous voir (rire commun).
- Q Je n'ai pas compris ce que vous avez voulu dire précédemment (partie non transcrite): quand vous avez revu l'objet à partir de la rue Haute, quelque chose s'en serait séparé?
- R D'après mon souvenir, c'était également arrêté à ce moment là. Des sphères en sont parties aussi, mais pas tellement loin.
- Q Ah ! C'était le même phénomène ?
- R Oui. Ces sphères partaient et revenaient comme si le temps manquait pour aller plus loin ou comme si quelque chose avait perturbé le système pour empêcher un déploiement complet.
- Q Sinon, c'était le même phénomène ?
- R Absolument.
- Q Ce qui se séparait ne s'est pas envolé ?
- R Non.... L'objet que nous observions suivait la vallée. Cela gardait la même distance au sol, puisque c'était caché pendant quelques instants par des sapins. C'est réapparu. Cela a continué à se diriger tout droit vers la tour panoramique.
- Q Vous le voyez s'en approcher. Que se passe-t-il ensuite ?
- R Il y a une pente raide derrière le barrage et cela s'arrêtait au-dessus de la Tour. Je peux seulement le répéter, mais celui qui croit à une étoile, il faudrait quand même qu'il se laisse examiner. Il nous impute d'être des rêveurs. J'ai 55 ans, peut-être plus que celui qui dit que je suis un rêveur. J'ai 32 ans de gendarmerie et toujours à pleine satisfaction. Je n'ai jamais été envoyé chez le psychiatre, à Anvers. Alors, qu'on n'y pense pas non plus maintenant. Non!
- Q Je vous remercie.

### **L'interview du gendarme Nicoll**

Elle eut également lieu le 20 janvier 199 au domicile du témoin, immédiatement après la précédente et sans avertissement préalable.

- Q Monsieur Nicoll, je vous suis reconnaissant du fait que vous prenez le temps pour répondre à mes questions sur la deuxième partie des observations du 29 novembre 1989. Commençons au moment où vous étiez au 1er étage de la caserne. Que s'y est-il passé ?
- R Nous nous sommes placés à la fenêtre et on voyait alors l'objet. Il passait très très lentement, en étant facilement repérable par ses lumières. Cela se déplaçait vers le Hertogenwald.
- Q La lumière était-elle semblable à celle que vous aviez vue au cours de la première partie ?
- R Identique. Nous l'avions vue et poursuivie, en venant de Kettenis, quand cela se dirigeait vers la ville d'Eupen.
- Q Voyait-on maintenant seulement un point lumineux ou une structure ?
- R Observé à distance, c'était une masse lumineuse.
- Q Cela avait donc une certaine extension.
- R De l'extension !
- Q Quelle couleur ?
- R Très lumineux, comme des phares.
- Q Jaune ?
- R Blanc. Pas jaune... Une lumière brillante de phares.
- Q Voyait-on un faisceau dans l'une ou l'autre direction ?
- R Non, pas de faisceau. Une lumière normale, constante, vers le bas.
- Q Et ça bouge ?
- R L'objet progresse lentement.
- Q En ligne droite ?
- R Oui, comme si cela avait un objectif et comme si c'était piloté. Vu de chez nous, cela progressait de la ville Haute vers le Hertogenwald ou Membach et Spa.
- Q Vous l'avez vu tous les deux et avec Creutz ?

- R Oui. Il était au bureau. Alors nous sommes partis pour continuer à observer. Nous avons pris la Hochstasse, traversé la rue de Verviers et notre première position était près des bornes kilométriques allemandes (d'avant 1920). Cela progressait très lentement au-dessus de la forêt. Nous avons reçu (par radio) le message de continuer à observer, puisque Bierset n'ait toute implication militaire. Nous sommes alors descendus jusqu'à la petite chapelle (à Kortenbach). À ce moment, l'objet survolait (encore) la forêt. Nous pouvions bien voir qu'il s'approchait lentement de la tour éclairée. Finalement, il s'est arrêté un peu à gauche et un peu en arrière de la tour.
- Q Au voisinage de la tour ?
- R Près de la tour.
- Q Pouviez-vous estimer la distance puisque le soleil s'est couché de ce côté, le ciel présentait peut-être encore un peu de clarté ?
- R Non, mais le ciel était étoilé.
- Q On pouvait voir des étoiles ?
- R Plus hautes. Je restais dans la voiture, parce qu'il faisait trop froid.
- Q Les étoiles scintillaient ?
- R Des étoiles normales. Rien de spécial.
- Q La lumière dont nous parlons, était-elle plus forte que celle des étoiles ?
- R Cette lumière était très intense et les étoiles sont beaucoup plus lointaines. Cela ne peut briller aussi fortement. C'était comme des phares géants. Ce n'était pas comparable à des étoiles. Je ne sais pas l'expliquer. C'était comme les grosses lampes des stades de football.
- Q Sur un stade, il y a un groupe de lampes, séparées les unes des autres.
- R Nous étions à une certaine distance (4,6 km) et cela se fondait un peu, mais il y avait plusieurs lumières. Nous les avons vues de près.
- Q Cette « lumière » - nous ne savons pas ce que c'est - était-elle située plus haut que la tour ?
- R Oui, mais pas beaucoup - pas beaucoup plus haut. A gauche et un peu en arrière.
- Q Pouvait-on reconnaître encore le sol, pour évaluer la hauteur ?
- R Non, mais c'était minimal, pas beaucoup plus haut. On aurait pu dire que la tour avait été l'objectif et que cela voulait rester près d'elle.
- Q Est-ce que l'intensité de la lumière reste constante ?
- R Oui.
- Q Est-ce que d'autres choses se sont passées ?
- R Nous étions concentrés sur l'objet quand une forte lumière surgit brusquement derrière les sapins du côté droit. Je dis: c'est le fermier, parce qu'il peut y avoir un fermier avec un tracteur, étendant de la chaux... Un objet du même genre (que le triangle qui avait été observé de près) monte alors devant nous. Il a également de fortes lumières sur sa face inférieure. Cela s'élève sans bruit. Voyant l'objet de profil, on discernait une coupole et il y avait des fenêtres rondes, non pas comme un oeil de bœuf, mais ovales. Il y avait une certaine luminosité.
- Q Ces fenêtres ovales étaient-elles éclairées ?
- R Oui. En un, deux, cet objet était parti vers l'autoroute. Nous étions perplexes. Nous ne l'avions pas entendu venir (bien que) la fenêtre (de la voiture) était descendue. Je l'ai dit à la radio et (après peu de temps) les collègues à Henri-Chapelle réagissaient: "c'est déjà ici! "
- Q A la caserne, Willems a également vu quelque chose. Était-ce le même objet ?
- R Il est possible qu'il ait pris cette direction. Pour nous, cela se déplaçait vers Lontzen.
- Q Où était l'autre lumière pendant cet événement ?
- R A un moment donné - je n'ai plus l'heure en tête - l'autre objet est parti en direction de Spa.
- Q (Cela s'est passé) à la fin, mais revenons en arrière. Où se trouvait le premier objet quand l'autre est apparu ?
- R Il se tenait immobile, mais il semblait y avoir une relation, comme si l'un était la centrale pour l'autre, se trouvant en "stand-by". Très brusquement, l'autre était là. Nous ne l'avons pas vu venir. Il a dû se mouvoir près du sol dans cette vallée. Cela montait à cet endroit (en suivant la pente du terrain).
- Q Le premier objet, se déplaçait-il vers la tour en suivant une ligne droite dans l'air ou en suivant le relief à une distance constante du sol ?

- R Cela s'arrêtait à une certaine hauteur, avançait très lentement et s'arrêtait de nouveau... J'avais l'impression que c'était absorbé par une action, comme pour effectuer des mesures topographiques ou comme si cela devait prendre des photos.
- Q Parce que cela s'arrêtait parfois ?
- R Oui, comme pour s'orienter ou observer. Cela restait à une certaine hauteur au-dessus de la ville d'Eupen, pas très haut, mais plus haut que l'église.
- Q Oui, mais juste avant que cela arrive à la tour panoramique ?
- R Je ne connais pas la hauteur de celle-ci (77 m, d'après un panneau qui s'y trouve), mais elle se trouve de l'autre côté de la vallée. Cela arrivait à peu près à la hauteur de la tour!
- Q Maintenant, la lumière est stationnaire près de la tour, mais on a parlé de deux rayons.
- R Ces deux rayons ont été émis déjà pendant le vol, avant d'arriver.
- Q Ah.
- R C'est justement pour cela que je pensais à des mesures. C'étaient des faisceaux de lumière de couleur orange. Cela pulsait (pour donner lieu à des émissions successives), en sortant très loin et simultanément. On pouvait discerner un point rouge qui partait jusqu'à une certaine distance et revenait ensuite. Prenons un exemple: au carnaval, un enfant peut souffler dans un tube en papier qui se déroule alors jusqu'à une certaine longueur, mais dans le cas présent, il y avait à l'extrémité un point éclairé.
- Q (Cela sortait) lentement ou rapidement ?
- R Lentement. On pouvait suivre les allers et retours, comme si l'on déployait et ramenait une antenne, loin dans le ciel et simultanément des deux côtés. Est-ce que cela venait de l'intérieur du corps ? Je ne sais pas le dire, mais cela s'est déjà produit au-dessus d'Eupen.
- Q Où étiez-vous quand vous l'avez vu la première fois ?
- R Nous l'avons vu surtout quand nous nous sommes arrêtés à Roereke. Cela venait ainsi d'Eupen au-dessus de la forêt... ou c'est là que nous en avons pris conscience.
- Q Ce phénomène est bien apparu avant que l'objet ne se stabilisa ?
- R Tout le temps. Peut-être déjà vers 17 h 25, sans que nous y prêtions attention, mais plus tard, vers 19 h, en continuant à observer, c'était continu et cela nous a fait penser à des mesures. Nous ne pouvions pas nous expliquer ce que cela signifiait.
- Q Cela arrivait quelquefois ou souvent ?
- R Cela présentait un rythme constant, comme un cœur qui bat ou comme s'il fallait expulser quelque chose de manière systématique.
- Q Oui, on associe toujours une idée à ce qu'on voit !
- R J'ai pensé à des mesures. J'ai même pris des renseignements un peu partout, puisqu'on a déjà utilisé un avion pour rechercher un cadavre en lumière infrarouge. Pourrait-il s'agir de mesures ?
- Q Combien de temps cela dure du départ jusqu'au retour?
- R Une ou deux minutes jusqu'à ce que cela revint.
- Q Et avant le retour, quel était l'aspect des rayons ?
- R Je vous ai dit qu'il y avait un point rouge. Cela se déployait et à l'avant, la lumière restait rouge. Entre l'objet et les points (lumineux) il faisait noir. Avait-on déployé un corps matériel, dont la pointe était éclairée ou s'agissait-il d'un rayon?
- Q On ne voyait pas le rayon ?
- R On ne le voyait pas. Uniquement que cela semblait se déployer. Il y avait des petites boules.
- Q Vous n'avez peut-être pas fait très attention aux rayons ?
- R Je me suis concentré sur le point rouge qui s'écartait de l'objet.
- Q Cela sort plus vite que cela ne rentre ?
- R Non, à la même vitesse.
- Q Qu'arrive-t-il quand la boule rouge revient ?
- R Après un moment, elle s'est de nouveau écartée.
- Q Et que fait la boule quand elle revient ?
- R Cela repart comme avant.
- Q Combien de temps cela reste avant de repartir ?
- R Ce n'est pas long. Une minute, peut-être, mais c'était précis, comme pour mesurer.

- Q C'était régulier ?
- R Tout à fait, comme un "travail au millimètre".
- Q D'accord (pour des mesures topographiques), mais dans le temps ?
- R Chronométrique, comme si un appareil avait été mis en route pour des mesures.
- Q C'est le sentiment que vous aviez ?
- R Pour moi, c'était comme des mesures...
- Q Monsieur von Montigny m'a dit qu'il a vu une bande rougeâtre, ayant une certaine structure. Est-ce que vous souvenez au moins un peu de ces rayons ou avez-vous regardé seulement les points rouges ? Est-il possible ou non qu'il y avait des rayons ?
- R Je peux seulement dire que je me suis concentré sur ces boules qui s'écartaient simultanément. Je voulais toujours savoir jusqu'où.
- Q Ah. Et jusqu'où allaient-elles ?
- R Peut-être quelques centaines de mètres. Je ne peux pas le préciser. Peut-être un kilomètre. Cela devait sortir assez loin, pour mesurer.
- Q Vous ne vous fixez pas sur une évaluation des distances, sans points de référence ?
- R Je n'avais pas de repères.
- Q D'après votre sentiment personnel, c'était peut-être un kilomètre.
- R Au moins quelques centaines de mètres, mais je ne peux pas préciser la distance.
- Q Vous aviez l'impression que c'était quand même loin ?
- R On ne fait pas des mesures de ce genre sur une dizaine de mètres.
- Q Monsieur von Montigny dit encore que cela sort rapidement.
- R Ce n'est pas quelque chose qui rampe. Cela va relativement vite. Oui, cela s'est rapidement écarté...
- Q Mais on pouvait encore voir les mouvements des boules ?
- R On pouvait bien suivre leurs mouvements, des deux côtés.
- Q La vitesse est effectivement un concept relatif. Quand la balle revient, est-elle rouge ?
- R Rouge-orange. Rougeâtre.
- Q Que fait la boule près de l'objet ? Je n'avais pas bien compris dans le temps (en 1989). Vous n'avez peut-être pas fait attention tous les deux aux mêmes aspects. Les perceptions seraient alors différentes. Est-ce que quelque chose a tourné autour de l'objet ?
- R J'ai seulement fait attention aux deux points rouges, toujours au même niveau, comme des antennes (comme les pointes d'un support rectiligne).
- Q Avez-vous vu d'autres rayons, en plus des deux dont on a parlé ?
- R Non.
- Q Comment cela s'est-il terminé ? Qu'a fait l'objet avant de partir ?
- R Nous avons continué à l'observer et à un moment donné, il est parti dans la direction de Spa.
- Q Cela se déplace latéralement ?
- R Non. Cela part vers Spa.
- Q Exactement suivant votre ligne de visée ?
- R Oui, cela part et disparaît à l'horizon.
- Q Cela veut dire que la lumière devient plus faible ?
- R Oui, oui. La lumière faiblit. On voyait bien qu'elle s'écartait.
- Q C'est descendu par rapport à la tour éclairée ?
- R Cela (le terrain) monte de l'autre côté du barrage, vers Jalhay-Spa. Cela a pu s'élever.
- Q Pour vous, cela devait donc se trouver très bas (s'être immobilisé très près du sommet de la tour) et cela ne partait ni vers la gauche, ni vers la droite par rapport à la tour.
- R *Non, non, non... Vers l'arrière de la tour* (et non pas à 25° vers la droite de celle-ci) !
- Q C'est très intéressant. En reprenant l'enquête, nous arrivons à préciser certains points. A l'époque, je ne voulais d'ailleurs pas trop vous importuner. Cela prend beaucoup de temps.

### **L'interview de l'adjudant Joseph Schmitz**

Elle eut lieu en décembre 1989 à la caserne de la gendarmerie à Eupen. Elle porta en grande partie sur les observations faites par ce témoin et son collègue, quand ils revenaient de Bruxelles (VOB.1.29). Quand l'adjudant

s'est rendu à la caserne, il vit le « second objet » signalé par von Montigny et Nicoll. Cette interview n'a pas pu être présentée au cours de la réunion du 22 février, par manque de temps.

Q J'essaye de reconstruire aussi exactement que possible ce qui s'est passé... Quand vous êtes venus à la caserne d'Eupen, vous auriez vu quelque chose derrière ces arbres ?

R Non ici, obliquement vers le haut.

Q Pouvez-vous le décrire ?

R Beaucoup de lampes, avec une au-dessus et une rouge au-dessous. J'ai pensé directement: c'est l'AWACS ! Il faisait noir et l'on ne voyait pas ce qu'il y avait entre ces lampes. Il n'y avait qu'un léger bruit, comme celui d'un moteur électrique.

Q Il n'y avait pas de bruit de voitures en même temps ?

R Non, non. J'étais à la pompe d'essence et le moteur était éteint. Nicoll dit alors (à la radio) "faites attention, cela s'approche de la caserne!" Nous étions dans la cour et l'objet était ici, oblique. On ne le discernait pas, mais je voyais une lampe au-dessus et une lampe rouge au-dessous. Je me dis: c'est l'AWACS, avec le radar sur son dos !

Q Vous aviez l'impression qu'il y avait quelque chose sur la partie supérieure.

R Cela doit avoir été assez haut au-dessus. C'est pour cela que j'ai pensé que c'était l'AWACS. Ils ont un grand plateau près de leur queue et je me suis dit: ils ont une lampe au-dessus, mais j'ai réfléchi: ce n'était pas possible, parce qu'il n'y avait pas le bruit du moteur (qu'on aurait dû entendre) même si le jet est en marche libre (sans pousser le moteur)... J'en ai discuté par après avec les autres ... Il est venu de derrière les maisons et il a tourné au-dessus de la cour.

Q Au-dessus de la cour ?

R Il y a tourné et se trouvait dès lors suspendu obliquement. Il s'est déplacé lentement vers là (en direction de Lontzen).

Q En prenant le tournant, il était oblique ?

R Oui. Cela venait de là, en tournant déjà. Les autres l'ont vu remonter de Baelen et ici, il a fait comme cela (geste simulant un tournant pris obliquement dans le ciel). C'était irritant, ces lampes !

Q Comment étaient les lampes ?

R On avait le sentiment que ces lampes s'allument ici et puis là. Est-ce qu'elles tournaient? Je ne sais pas. J'avais l'impression qu'une fois celles-ci s'allument et une fois celles-là. On ne pouvait pas définir la forme, mais il y avait une lampe au-dessus. Je l'ai vue. C'était penché (d'après l'ensemble des lumières), mais je ne pouvais reconnaître rien d'autre. On ne voyait que les lampes, pas la structure qui les supportait.

Q Merci beaucoup.

R Je ne veux rien dire sur ce que je n'ai pas vu.

### 3. Suite et fin de la discussion

#### Le débat après l'exposé des faits

La synthèse qui suit fut rédigée le 5 juillet 1997. Elle révèle certains progrès, mais aussi les causes des difficultés qui surgissent dans ce genre de dialogue. La réunion du 22 février 1997 entraîna d'abord une attaque très vive de la part de M. Bonabot. Elle apparut déjà dans le numéro de mars 1997 du Bulletin du GESAG, sans m'en avertir et sans attendre le résultat de la discussion prévue. M. Bonabot écrivait: « Ceux qui maintiennent le concept d'un engin extraterrestre ont une attitude *malhonnête* à l'égard de chercheurs qui se justifient mutuellement par des analyses indépendantes... Cette malhonnêteté n'est dictée que par le désir de maintenir un mystère ovni sur cette journée du 29 novembre 1989 et, d'une manière générale, sur toute la vague belge. » Par *chercheurs qui se justifient mutuellement*, il entendait messieurs Van Utrecht, Vanbrabant et lui-même. Ces propos étaient insultants, aussi bien vis-

à-vis de l'étude que j'avais menée que par rapport à mon passé de scientifique et de prof. d'Université.

J'en ai pris connaissance par une lettre que M. Vanbrabant m'envoya le 7 avril 1997. Elle contenait une copie des pages du GESAG qui me concernaient et la copie d'une lettre qu'il avait envoyée le 4 avril à M. Bonabot. C'était une « *lettre de lecteurs - droit de réponse* ». En fait, deux pages, à insérer dans le prochain numéro du GESAG. Les arguments essentiels étaient les suivants. (1) « Bien que vous et Wim Van Utrecht êtes fermement convaincus que la solution de Vénus est *la seule* qui soit vraie,... il y a encore toujours des personnes qui contredisent cette hypothèse... et *l'étude est encore en route*. » (2) « Aussi bien par des échanges de lettres que par des conversations avec le Professeur Meessen, *un dialogue* a pu se développer ou des chercheurs ont pour la première fois depuis longtemps, en toute sérénité, voulu regarder les choses objectivement dans un respect mutuel, en tant que personnes... Votre écrit (et surtout vos insinuations...) peuvent détruire ce dialogue radicalement et même le miner complètement. »

M. Vanbrabant ajoutait que dans le petit monde ufologique belge, on a toujours été confronté à « des hommes qui proclamaient leur opinion d'une manière agressive. Maintenant, il se développait enfin un dialogue plus serein qui aurait pu marquer le début d'une collaboration ultérieure plus amicale. » Il mentionnait le fait que j'avais proposé d'expliquer éventuellement mes recherches concernant la photo de Petit-Rechain à un petit groupe de personnes, incluant aussi M. Van Utrecht, pour qu'on puisse y réfléchir et en discuter. J'avais précisé cependant que cela dépendait des attitudes qu'on adopterait dans l'étude en cours.

Dans son article, M. Bonabot s'est plaint du fait que la réunion du 22 février avait duré plus de 5 heures, sans avoir suffisamment de temps pour la discussion. Je répète que l'objectif de cette réunion était de fournir les données de base d'une manière objective, franche et contrôlable. M. Bonabot reconnaissait que « toute l'enquête est fixée sur *le détail* que pourront produire les deux témoins », mais il ajoutait: « Je crois que le professeur Meessen a été, malgré lui, emporté dans la tourmente des descriptions et détails sur le phénomène et que tout ceci lui a fait *sous-estimer* la présence de la planète Vénus. » Le 8 avril il répondit à M. Vanbrabant, en reconnaissant que « dans le texte je suis, je l'avoue, un peu brusque lorsque je mentionne la *malhonnêteté* de certains chercheurs à voir dans la journée du 29 novembre 1989 et dans toute la vague le concept d'un engin extraterrestre et rien d'autre... Je ne peux croire en une présence extraterrestre qui se manifeste pendant près de deux ans dans le nord-est de notre pays... On ne peut y voir uniquement la présence d'ovnis 'à chaque coin de rue'... Il faut être aveugle et sans doute à l'extrême, *malhonnête* pour y voir une origine extraterrestre ».

Le 15 avril, M. Bonabot accuse réception de mon rapport du 8 avril. Il ajoute le numéro du Bulletin du GESAG où il m'avait attaqué. Dans sa lettre, il poursuit sur le même ton: « Il est *intolérable* pour ma part » que ce qui a été observé par les gendarmes au-dessus de la Gileppe puisse être « un phénomène extraordinaire » et que cette identification soit considérée comme étant « la seule valable ». Notons que M. Bonabot avait eu l'idée que le phénomène des boules rouges pourrait résulter « d'un effet optique qui se trouverait *amplifié par la présence de la masse aquatique du barrage* et de phénomènes de réfraction particuliers qui peuvent se produire entre des couches atmosphériques de températures différentes au-dessus de la surface des eaux ». Nous y reviendrons.

En avril, quand j'ai téléphoné à M. Vanbrabant, il m'avait averti que sa propre réponse à mon rapport allait tarder pour des raisons de santé. Elle fut envoyée le 9 juin et résumait la nouvelle situation de la manière suivante: « Après votre dernier écrit détaillé (uitvoerig), je dois reconnaître que je n'ai plus rien à ajouter. Vous avez fourni une série d'arguments qui excluent l'hypothèse de Vénus, mais il y a aussi des éléments qui la renforcent. Honnêtement, *je ne sais plus*. Cela reste pour moi une question ouverte ». Il annonçait que M. Van Utrecht



m'enverrait bientôt ses réactions. « Nous y trouverons peut-être de nouveaux éléments ? » J'étais donc curieux d'en prendre connaissance.

### Objections et réponses

Le 17 juin 1997, M. Van Utrecht m'adressa un texte de 8 pages. Il ne portait plus le titre de « réfutations », mais de « commentaires ». Le retard de sa réaction était dû à un séjour à l'hôpital. Je savais par ailleurs que Messieurs Van Utrecht et Vanbrabant s'étaient rencontrés après la réunion du 22 février, mais la lettre précisait qu'ils avaient décidé d'y réagir de manière indépendante « pour garantir un déroulement loyal de la discussion. » M. Van Utrecht ajoutait: « Je ne suis d'ailleurs pas tout à fait d'accord avec la remarque de Paul Vanbrabant que Jacques Bonabot aurait mieux fait de renoncer à la publication dans l'état actuel du débat », puisque le Bulletin du GESAG est « plutôt à considérer comme une revue technique qui s'adresse en premier lieu aux chercheurs. » C'est un bulletin à diffusion très restreinte, mais cela ne justifie pas des propos injustes et blessants. M. Van Utrecht prévient ensuite que l'objectif de ses « commentaires » est de montrer que « les arguments qui plaident pour l'hypothèse de Vénus restent *irréfutables*. » Pour que chacun puisse voir si c'est vrai ou non, je cite ses objections et j'y ajoute mes réponses. Cela fait partie de la discussion, où chacun a le droit de s'exprimer. M. Van Utrecht suit point par point mes conclusions du 8 avril 1997 (p.14).

1. Il répète qu'on peut « *supposer* que les témoins ont vu le phénomène en mouvement au moment où ils étaient eux-mêmes en mouvement » et que par conséquent, « le déplacement du phénomène n'est qu'illusoire. » Il ajoute que certaines parties de la rue Haute à partir de laquelle les gendarmes ont vu la « lumière » sont orientés vers la tour de la Gileppe. Quand ils roulaient sur cette rue, ils auraient donc pu *avoir l'impression* qu'elle se déplaçait vers la Gileppe, bien que c'était Vénus. Les interviews précisent cependant que les gendarmes ont vu la lumière en mouvement quand ils ne roulaient pas, à la caserne, en s'arrêtant sur le chemin et en arrivant à Kortenbach.
2. M. Van Utrecht estime à juste titre que normalement, un « long moment d'immobilité plaide en faveur de l'hypothèse astronomique », mais les gendarmes ont insisté sur *l'immobilité de la lumière par rapport à la tour* et cela pendant toute une heure. Dois-je répéter que pendant ce temps, l'écart entre Vénus et la lumière brillante au-dessus de la tour éclairée est passé de 10° à 25° et que Vénus descendait d'environ 6° à 0°, au lieu de rester à un peu plus de 1° ? M. Van Utrecht ne le conteste pas, mais pense maintenant qu'il est « parfaitement plausible » que *l'attention des gendarmes fut détournée* par les « effets lumineux rougeâtres » et l'apparition d'un « second objet ». Cet épisode ne fut que de courte durée et le phénomène des boules rouges (figure 2) s'est reproduit de la même manière pendant une heure. Ils n'ont pas été distraits tout le temps.
3. M. Van Utrecht poursuit: « On ne peut croire que... Vénus reste inaperçue. » La lumière au-dessus de la tour était plus grosse que Vénus, puisqu'elle comportait « plusieurs lumières » avec « des parties sombres ». C'était « comme des phares géants. Ce n'était pas comparable à des étoiles ». Les gendarmes ont évidemment vu le ciel étoilé, mais il était sans importance par rapport à ce qui attirait leur attention.
4. M. Van Utrecht accepte maintenant que von Montigny et Nicoll aient eu de bonnes raisons pour ne pas changer leur poste d'observation, mais il considère qu'ils auraient dû *mentionner la présence de Vénus*. Il « exclut totalement » qu'ils aient une « raison valable » pour ne pas le faire. L'objet qu'ils avaient vu de près (figure 1) et son comportement au-dessus de la tour de la Gileppe, incluant le phénomène des boules rouges (figure 2) fournissent pourtant des raisons suffisantes... pour eux.

5. Mon argumentation qui exclut une explication du phénomène des boules rouges par des réfractions atmosphériques venant de Vénus et par des effets visuels n'est pas contredite, mais contournée par M. Van Utrecht. Il se rabat en effet sur « *la non crédibilité des détails rapportés par les témoins* ». Il insinue même que les gendarmes en sont arrivés progressivement à enjoliver leur récit, étant donné que le phénomène des boules rouges n'avait pas été mentionné de la même manière dans le rapport de M. Vantuynne. Ceci ne prouve pas que les gendarmes aient fabulé par après et j'ai expliqué pourquoi ils n'en ont pas parlé plus clairement au cours de cette interview citée. Les deux gendarmes ont utilisé des analogies différentes pour décrire ce phénomène étrange, ce qui milite en faveur de récits indépendants. Nous demander d'admettre que les deux gendarmes se seraient enfoncés dans des élucubrations fantaisistes ou des mensonges n'a aucun fondement objectif et me semble assez *arrogant*, pour ne pas dire plus.
6. Des *boules rouges* ont été observées aussi à d'autres endroits au cours de la vague belge, en association avec des ovnis. M. Van Utrecht n'y attache aucune importance, parce que d'après lui, « un inexplicable ne peut pas expliquer un autre. ». Ce principe n'a rien d'universel et facilite surtout l'escamotage de faits qui dérangent. Sans le dire de manière explicite, Wim Van Utrecht part toujours du *postulat* qu'une origine extraterrestre du phénomène ovni est impossible ! Il pense donc que d'autres boules rouges devraient être des « balles traçantes émises depuis des avions » ou des « lumières anti-collision rouges reflétant sur le bord des ailes d'un avion ». Il ne le prouve pas et ne montre pas comment cela pourrait expliquer qu'un autre gendarme a observé à Henri-Chapelle qu'une boule rouge y est descendue verticalement d'un ovni, pour partir ensuite brusquement à angle droit (VOB.1.38). L'argumentation proposée est cependant révélatrice.
7. J'ai insisté sur un point de méthodologie qui me semble fondamental : « *Une analyse objective doit envisager toutes les hypothèses, sans préjugés et sans exclusives. Ceci s'applique aussi à l'hypothèse extraterrestre.* » M. Van Utrecht répond d'une manière cinglante: « Absurde ! » Pourquoi ? Parce qu'on doit « chercher une explication rationnelle... sans accepter d'emblée des 'solutions' surnaturelles ou extraterrestres. » Il met donc cela sur le même niveau. Il y a pourtant une différence entre ce qui n'appartient pas à notre Univers physique et ce qui peut s'y intégrer. Les constituants de base de tout ce qui existe dans notre Univers et les lois qui régissent leurs comportements sont identiques partout. Je ne vois donc pas pourquoi la vie et même des civilisations très évoluées ne pourraient pas émerger ailleurs que sur la Terre. Seraient-elles capables de venir nous visiter ? C'est justement ce qu'il s'agit de voir, au lieu d'affirmer a priori que c'est impossible. Et que faut-il entendre par « explication rationnelle » ?

M. Van Utrecht essaye encore toujours de combiner l'hypothèse de Vénus avec une *inversion de température*. Pour cela, il aurait fallu qu'il y ait une couche d'inversion, où la densité de l'air varie assez brusquement, ce qui n'est pas établi. Pour qu'on comprenne une fois pour toutes que cela aurait seulement donné lieu à un mirage *au-dessus* de Vénus, je dessine comment cette « image miroir » se forme (figure 6). Mon explication verbale n'était peut-être pas suffisante. Je répète donc que pour Vénus, ce mirage n'aurait été que de courte durée et que cette planète se trouvait assez loin à côté de la tour. Une couche d'inversion ondulante aurait seulement pu produire une trace lumineuse verticale et non pas des traces horizontales symétriques et répétitives, donnant lieu à l'apparition de deux « boules rouges » qui reviennent vers la lumière centrale.

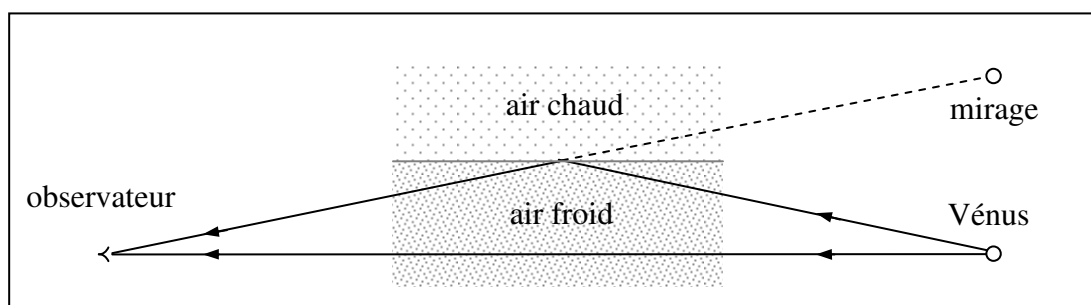


Figure 6 : L'hypothèse de Vénus et d'un mirage conduit à deux lumières superposées

M. Van Utrecht fournit deux exemples, où *des astres* auraient été pris pour des ovnis. Il s'agissait de Saturne (le 17 novembre 1989) et de Sirius (le 6 décembre 1989), d'après des journaux allemands, mais Werner Walter pourrait être impliqué. Quoiqu'il en soit, M. Van Utrecht revient sur le cas de Bütgenbach, où deux témoins ont vu un objet qui fut la source de rayons et d'autres effets lumineux spectaculaires. Est-ce qu'un ovni aurait pu le produire et pourquoi l'aurait-il fait sur un cimetière ? Mon contradicteur se contente de dire que c'était « fort probablement une étoile ou une planète ». Les enquêtes réalisées indépendamment par le journaliste *Jan Hertoghs* (HUMO, le 4 janvier 1990) et moi-même, ne le justifient pas. Cette observation n'eut d'ailleurs pas lieu le 29 novembre 1989, comme le dit M. Van Utrecht, mais au cours de la soirée précédente (VOB1.32).

Il serait certainement souhaitable de trouver d'autres témoins du « spectacle » au-dessus de la Gileppe. M. Van Utrecht a scruté les témoignages connus et il a trouvé deux cas où les témoins n'ont *pas vu* ce spectacle, bien qu'à son avis, ils eussent dû le voir. Il en conclut : « Peut-être plus important que ce que certains témoins ont vu est *ce que d'autres témoins n'ont pas vu* ». Cela pourrait indiquer qu'il ne s'y serait rien passé.

Le premier cas est celui d'un automobiliste qui roule le 29 novembre 1989, vers 19 h, du village de Foyir vers Jalhay (Infoespace, juin 1990). Le témoin aperçoit à *sa droite* un objet volant au raz des arbres. Le conducteur ralentit très fortement et sur environ 2 km, il continue à observer cet objet. Il est immobile et possède trois panneaux verticaux rappelant des baies vitrées, mais éclairés d'un blanc jaunâtre. La distance est estimée à moins de 1 km. M. Van Utrecht pense que « les chances sont grandes » qu'il s'agissait de « l'autre objet » que les gendarmes ont vu monter rapidement vers 18h45. Il a vérifié sur une carte (IGN, 43/5-6) que la tour de la Gileppe était située entre 3 et 3,5 km et qu'elle n'était pas cachée par des éléments du terrain. Il pense dès lors que ce témoin aurait pu voir un objet lumineux au-dessus de la tour de la Gileppe, mais il ne signale pas que celle-ci se trouvait *dans la direction opposée* de l'objet que le témoin suivait des yeux. Même quand il regardait la route devant lui, il ne voyait pas la tour, puisque l'écart par rapport à celle-ci était de l'ordre de 100°.

Le second récit est celui de monsieur L. que j'avais présenté succinctement (VOB1.32). Je profite de l'occasion pour donner plus de détails, en me basant sur le rapport d'enquête et la même carte (IGN 43/5-6). Monsieur L. est un indépendant, âgé de 57 ans. Le soir du 29 novembre 1989, il roule de Polleur vers Jalhay. Il est seul au volant d'une camionnette VW. Entre 18h30 et 18h45, il a dépassé Jehanster et s'approche du lieu-dit Vervifontaine. Son attention est alors attirée par une luminosité qui se trouve assez haut dans le ciel, à sa droite. L'élévation est d'environ 75° et la distance est estimée à 500 m. Regardant plus attentivement à travers le pare-brise de sa voiture, le témoin discerne trois puissants phares blancs, disposés en triangle. Il ne peut pas s'arrêter, puisque la route est trop étroite. Il y a une voiture devant lui et une autre derrière lui, mais il constate que les fortes lumières blanches se trouvent près des coins d'un *grand triangle isocèle*, progressant lentement.

C'est une structure foncée qui se détache bien du ciel, encore plus noir. Les bords sont très nets. Vu d'en bas, cela constitue une plate-forme peu épaisse. Elle avance horizontalement vers le barrage de la Gileppe, mais à faible vitesse et *à côté de lui*. Le témoin précise que la pointe avant du triangle est légèrement relevée et que la vitesse est constante, mais nettement plus faible que celle d'un hélicoptère. Il ne perçoit pourtant pas de bruit dépassant celui de sa voiture. Les trois phares, dirigés vers le sol, émettent une lumière blanche. Au centre du triangle, il y a un feu clignotant nettement plus petit et beaucoup plus faible. *L'objet est grand*, parce qu'en arrivant presque à sa verticale, sa dimension apparente lui semble comparable à trois fois celle de la pleine Lune. Cette observation n'a duré qu'une minute. Le témoin qui se déclare « extrêmement sceptique » vis-à-vis de l'hypothèse extraterrestre est persuadé que cela devait être un engin militaire secret.

M. Van Utrecht affirme que ce témoin aurait dû voir ce qui se passait au-dessus de la tour de la Gileppe, puisqu'il roulait vers là. La distance d'environ 4,5 km qui l'en séparait était pratiquement la même que pour les gendarmes, mais il n'avait pas les mêmes raisons pour prêter attention à une « boule lumineuse » au-dessus de la tour éclairée. Quant aux boules rouges, leurs mouvements ne se présentaient pas à lui de manière transversale. En outre, il devait faire attention au trafic et il est probablement resté assez rêveur après ce qu'il venait de voir. Les autres automobilistes, roulant devant et derrière lui, n'ont même pas signalé la présence du grand objet éclairé, pourtant tout proche. Ou bien, ils ne l'ont pas remarqué, ou bien, ils n'ont pas voulu se faire connaître. De toute manière, je ne vois pas comment on peut évaluer *la probabilité* de perception d'un phénomène assez distant, auquel on ne s'attend pas.

J'ai constaté avec regret que M. Van Utrecht termine ses « commentaires » en parlant de « *la hantise d'une intervention extraterrestre* » et « d'une fièvre ovni persistante ». Cela démontre qu'il n'est pas disposé à prendre les témoignages au sérieux, quel que soit leur nombre et la qualité des témoins. Toutes les personnes qui ont vu un ovni au cours de la vague belge, souvent à moins de 500 m (VOB1.442), auraient été non fiables à ce moment.

Si l'on jugeait uniquement du dialogue qui s'est déroulé, en se basant sur les réponses de Messieurs Bonabot et Van Utrecht, on devrait conclure que *cette tentative fut un échec*. Le temps et l'effort que j'y ai consacrés, la bonne volonté et l'écoute semblent avoir été inutiles. J'estime cependant que nous devons *regarder au-delà du résultat immédiat*. Il y a eu au moins un vrai débat et à une exception près, il s'est déroulé avec civilité.

Nous avons tous appris quelque chose à cause de la nouvelle étude. Elle concernait surtout le cas de la Gileppe, qui en sort renforcé. L'hypothèse de Vénus est devenue intenable quand on est accessible à des raisonnements logiques et quand on respecte les vraies données du problème. Ce n'est pas tout, puisque nous avons pu nous rendre compte de manière concrète comment les soi-disant « sceptiques » abordent le phénomène ovni. Pour s'opposer à l'hypothèse ET, ils n'hésitent pas à transformer les faits observés à leur guise. Ils essaient aussi de focaliser l'attention du public sur quelques particularités qu'ils croient pouvoir attaquer, sans en être certains, pour faire oublier tout le reste. Je suis parfaitement d'accord que *le « rasoir d'Occam » est très utile, mais il doit être utilisé à bon escient*. Ce qui se passe à l'intérieur d'un atome ou d'un noyau atomique, par exemple, ne peut pas être expliqué au moyen de la mécanique Newtonienne, même si l'on peut estimer que ce serait plus simple.

## 4. Informations complémentaires

### Les derniers échos du dialogue

M. Bonabot m'a téléphoné dès la réception de mon rapport du 5 juillet, pour me dire qu'il était désolé de m'avoir blessé, en me qualifiant de malhonnête. Il l'a confirmé dans sa lettre du

11 juillet 1997 : « Au professeur Auguste Meessen j'adresse ici ouvertement mes excuses pour les mots accablants qui ont été mentionnés en page 10 du Bulletin de GESAG de mars 1997... Cette vive critique ne se justifiait pas à l'égard d'un scientifique qui a le courage et l'amabilité de partager ses recherches avec des ufologues. Aussi je répéterai mes excuses dans le prochain Bulletin du GESAG, en début de la publication. » Pour ma part, j'exprime mon respect pour ce geste qui grandit son auteur. Dans sa lettre, M. Bonabot résuma la conclusion qu'il avait tirée du débat contradictoire en ces termes: il y a eu « un phénomène extraordinaire non naturel, au-dessus de la Gileppe » en même temps que « la présence de Vénus ». Quand je lui ai téléphoné au début de septembre, il l'a répété, en ajoutant que les gendarmes n'ont pas nécessairement dû faire attention à Vénus et mentionner sa présence. Leur attention a pu être focalisée sur une seule lumière, « comme c'est le cas quand on voit une personne dans une foule ».

Je n'ai pas pu atteindre M. Vanbrabant, mais nous savons que ses jugements se sont adoucis. Par contre, quand j'ai téléphoné à M. Van Utrecht pour savoir s'il y avait d'autres éléments que je devrais ajouter au texte pour Inforespace, il m'a donné l'impression qu'il n'est pas prêt à modifier son point de vue ou plus exactement, qu'il tient à défendre ses prises de position antérieures. À ma demande, il m'a effectivement envoyé une copie de l'article où il exposait l'hypothèse de Vénus (*The Belgian 1989-1990 UFO Wave, in UFO 1947-1997 Fifty years of Flying Saucers*, H. Evans and D. Stacy editors, Fortean Times, John Brown Publ. London, 1997). Puisqu'il est apparu par des sites de discussion sur Internet, qu'il défend et propage encore toujours les mêmes idées en 2008, il faut examiner cet article de plus près.

### **Une présentation déformée de la vague belge**

On peut se demander pourquoi les éditeurs du livre cité ne se sont pas adressés à ceux qui avaient mené les enquêtes, mais au sceptique Wim van Utrecht. La seule observation qu'il a détaillée un peu dans ce document est celle des gendarmes von Montigny et Nicoll, le 29 novembre 1989. D'après lui, l'objet aurait été découvert *en mouvement* et non pas en position stationnaire. L'objet aurait *survolé* les témoins, ce qui n'est arrivé à aucun moment. Ils auraient alors pu discerner que c'était « une masse solide foncée, ayant la forme d'un triangle isocèle ». Cela facilite l'introduction de l'hypothèse d'un ULM, mais n'est pas conforme à la description des gendarmes, fournie dans VOB1. La ville d'Eupen est réduite à un village. Les gendarmes cités auraient téléphoné eux-mêmes pour obtenir des renseignements des militaires et non pas le gendarme Creutz. Ils auraient décidé de rouler « vers un endroit, où ils étaient sûrs d'avoir une vue panoramique dégagée ». En fait, ils sont revenus sur la rue Haute, à l'endroit où ils l'avaient quittée, pour continuer leur observation du même engin lumineux.

D'après le récit de M. Van Utrecht, les gendarmes n'auraient revu la lumière qu'*en arrivant* à Kortenbach et non pas en cours de route. Elle « semble » stationnaire, bien qu'on la vit s'arrêter et rester ensuite parfaitement immobile par rapport à la tour éclairée de la Gileppe. « D'après une des premières interviews », les témoins auraient eu « l'impression *floue* (unclear) que *de temps en temps* (every now and then), il y avait des faisceaux de lumière, sortant très rapidement des côtés. » Les nombreuses répétitions d'un phénomène très structuré, impliquant des boules rouges sont escamotées, mais cela permet de suggérer qu'il puisse s'agir de réfractions atmosphériques occasionnelles de la lumière venant de Vénus.

En fait, M. Van Utrecht se sert ici d'un rapport, établi par Patrick Vantuyne qui a rendu compte de ce que les gendarmes ont déclaré *le 9 décembre 1989* devant des journalistes. Ou bien, il le privilégie par rapport à mon enquête ou bien, c'est ce rapport qui figea ces idées. J'avais invité M. Vantuyne à la réunion du 22 février 1997 et quelques jours plus tard, il m'a envoyé une copie de ce rapport. Il y est précisé que les conditions de cette interview étaient difficiles, puisque les journalistes posaient leurs questions de manière chaotique (deze

verklaring gebeurde zeer verward daar toenertijds in de kazerne persmensen... zorgden voor een soort chaos van vragen blijkbaar zonder enige logica). La découverte de l'objet et sa description (figure 1) n'est pas décrite dans ce rapport. Il y apparaît seulement que l'objet aurait *survolé* les gendarmes, mais il est mentionné que les gendarmes ont fait *plusieurs courts arrêts pour observer le phénomène* avant d'atteindre la hauteur de Kortembach. Ils y sont arrivés vers 18h30 et ils y ont constaté que le phénomène restait *immobile* au-dessus de la tour éclairée (stil... en pal boven een verlichte uitkijktoren).

Lors de mon interview initiale du gendarme von Montigny, un dimanche après-midi, avant la fin du mois de décembre, j'avais l'impression que j'étais le premier à qui il raconta ce que j'ai appelé « le phénomène des boules rouges ». J'étais seul avec lui à la caserne d'Eupen pendant des heures, mais j'ai vu qu'il hésitait à parler des boules rouges. Ne connaissant pratiquement pas le phénomène ovni, cela lui semblait trop extraordinaire et incroyable. Le rapport de Monsieur Vantuynne m'a appris que le phénomène des boules rouges avait pourtant été mentionné plus tôt, mais de manière peu explicite. En fait, le rapport dit qu'ils observaient l'objet lumineux et que : « en le regardant, ils avaient tous les deux l'impression, bien qu'elle fut imprécise, que *des faisceaux de lumière sortaient parfois très vite des côtés du phénomène dans toutes les directions.* »

Le terme « toutes les directions » se trouvait aussi dans la lettre initiale de M. Vanbrabant (du 17 décembre 1996), mais je ne savais pas pourquoi. Dans sa lettre du 17 juin 1997, M. Van Utrecht m'a dit que cette expression l'avait fait penser d'abord à des rayons divergents, comme ceux qu'on peut voir parfois quand le soleil se trouve derrière un nuage. Puisqu'il n'y avait pas de nuages et puisque qu'il supposait que la lumière décrite par les gendarmes devait être Vénus, il a pensé à un mirage. J'ai demandé à M. Vantuynne si le terme « toutes les directions » s'appliquait à toutes les directions dans l'espace, ce qui aurait gravement contredit la version que j'avais entendue. Il a répondu qu'on n'avait pas voulu nier que les rayons s'écartaient *latéralement*, mais qu'en rédigeant le rapport, on avait estimé que les gendarmes pouvaient difficilement voir dans quelles directions les rayons partaient dans le plan horizontal au niveau de leurs yeux. J'y ai pensé également dans ma seconde interview, mais ce sont les mouvements des boules rouges qui permettaient de faire la différence. Nous ne savons pas pourquoi ce mouvement était transversal, mais l'ambiguïté est levée.

Dans sa publication, Wim Van Utrecht se situe parmi les « chercheurs sceptiques par rapport à l'interprétation extraterrestre » et il suggère que les enquêtes furent menées de manière superficielle par la SOBEPS. Il mentionne en effet au début de son article que « c'était seulement en 1996, qu'un chercheur indépendant a découvert que *la planète Vénus se trouvait exactement à l'endroit* (exactly at the spot) où les gendarmes avaient situé la brillante boule de lumière ». Il s'agit de Paul Vanbrabant. Le texte continue : « En outre, le ciel était parfaitement clair pendant cette soirée et les témoins n'ont *pas mentionné* une seconde lumière intense près de l'ovni. Ces circonstances rendent vraisemblable qu'en fait, Vénus était responsable de cette phase des observations ». Nous décelons de la prudence, mais le phénomène des boules rouges est défiguré : « Quant à l'impression floue de faisceaux de lumière sortant des côtés,... cela pouvait résulter des effets atmosphériques bien connus qui se produisent quand des sources de lumière sont observées bas sur l'horizon. » Au lieu de tester la validité de cette hypothèse (voir la figure 6), il l'ajoute à celle de Vénus. Étant donné que les gendarmes ont vu surgir un « autre objet » quand ils observaient la lumière au-dessus de la tour, il affirme que « si l'interprétation par Vénus est correcte, *il n'y a plus aucune raison pour croire qu'il y avait plus d'un seul objet non identifié dans les cieux de la Belgique au cours de cette soirée.* »

Donc tout ce qui s'est passé le 29 novembre 1989 dans la province de Liège et au-delà est réduit à un seul objet, contrairement à ce qui résulte des enquêtes (VOB1 et VOB2). Puisque

la vague entière est traitée comme cela, *il en résulté une image tout à fait déformée*. L'objet que les gendarmes avaient vu de près est présenté comme étant probablement un ULM. On n'avait pas entendu de bruit, mais qu'à cela ne tienne : autre part, « d'autres témoins... ont mentionné un son particulier, qui leur rappelait celui d'un ventilateur. » Pour soutenir la thèse des méprises, il semble propice de sélectionner aussi le cas de la nuit du 11 au 12 décembre 1989. « Un homme réveillé par un bruit de pulsations, vit un objet ovoïde qui semblait s'être empêtré dans un sapin... La description de l'objet inconnu suggère fortement qu'une sorte de *ballon motorisé* a eu des problèmes techniques (got into trouble) pendant cette nuit. » M. Van Utrecht reconnaît que « personne ne s'est jamais présenté pour assumer la responsabilité d'un tel incident ». Il estime pourtant que l'hypothèse d'un ballon motorisé expliquerait toutes les autres observations de cette soirée. Il est instructif de relire le rapport de la SOBEPS à cet égard (VOB1.82-113).

M. Van Utrecht interprète aussi à sa manière les observations radar des F-16 et les deux photos remarquables. Il signale surtout l'existence d'un « monsieur K » qui dispose d'un ballon muni d'une camera et de petites hélices. Il aurait contacté la Force Aérienne Belge pour « vendre la solution du problème des ovnis » contre une forte somme d'argent, de l'ordre d'un million de dollars US. M. Van Utrecht spécule que « tout cela fait de K *un bon candidat pour expliquer la vague belge des observations d'ovnis* », mais « nous n'avons pu trouver aucune preuve décisive que K était effectivement impliqué. Ce qui est plus grave (worse), c'est que *K nie maintenant* d'avoir fait voler son plus léger que l'air à l'extérieur. » C'est donc cela qu'il trouve regrettable. Il est évident que Wim Van Utrecht souhaite pouvoir « expliquer » la vague belge et tout le phénomène ovni sans faire appel à l'hypothèse extraterrestre. Je ne sais pas si c'est spécifiquement pour atteindre cet objectif ou si cette idée agit elle-même comme un filtre déformant, mais la discussion à propos du cas de la Gileppe a révélé où cela a peut conduire.

Je tiens cependant à souligner qu'il reconnaît honnêtement qu'il *n'a pas trouvé d'explication conventionnelle*. C'est utile à savoir, puisqu'il en a certainement cherché avec assiduité. Ceci me rappelle le discours de *Millikan* quand il a reçu le prix Nobel en 1921 pour ses travaux sur l'effet photoélectrique. Il disait : « J'ai passé dix années de ma vie à tester cette équation d'Einstein de 1905 et - *contrairement à mon attente* - j'ai été obligé en 1915 d'en admettre la vérification expérimentale non ambiguë ». Wim Van Utrecht n'est pas encore arrivé à ce stade, mais les efforts de ceux qui s'opposent à l'hypothèse ET doivent être documentés. C'est aussi une question de vérité historique, mais il faut laisser le temps au temps. Cela peut contribuer au renforcement de l'hypothèse ET, bien que cela doive se faire surtout par des investigations de type scientifique si le phénomène ovni continue à se présenter comme jusqu'à présent.

### **Des documents complémentaires et un dessin décisif**

En 2006, lors des discussions menées avec Alain Delmon concernant les événements du 29 novembre 1989 (voir Internet : adelmon, Les cas solides, La Gileppe), je suis retourné aux documents que j'avais conservés. J'ai retrouvé en particulier un dessin que le gendarme von Montigny avait réalisé au cours de mon interview de 1989. Je lui avais demandé de représenter la « boule lumineuse » au-dessus de la tour éclairée de la Gileppe. J'y reviendrai, car avant cela, il me semble utile de rappeler brièvement l'ensemble des observations connues qui se rapportent au même objet pour la soirée du 29 novembre 1989 (figure 7). Elles concordent en effet dans l'espace et dans le temps (VOB1, 16-25).

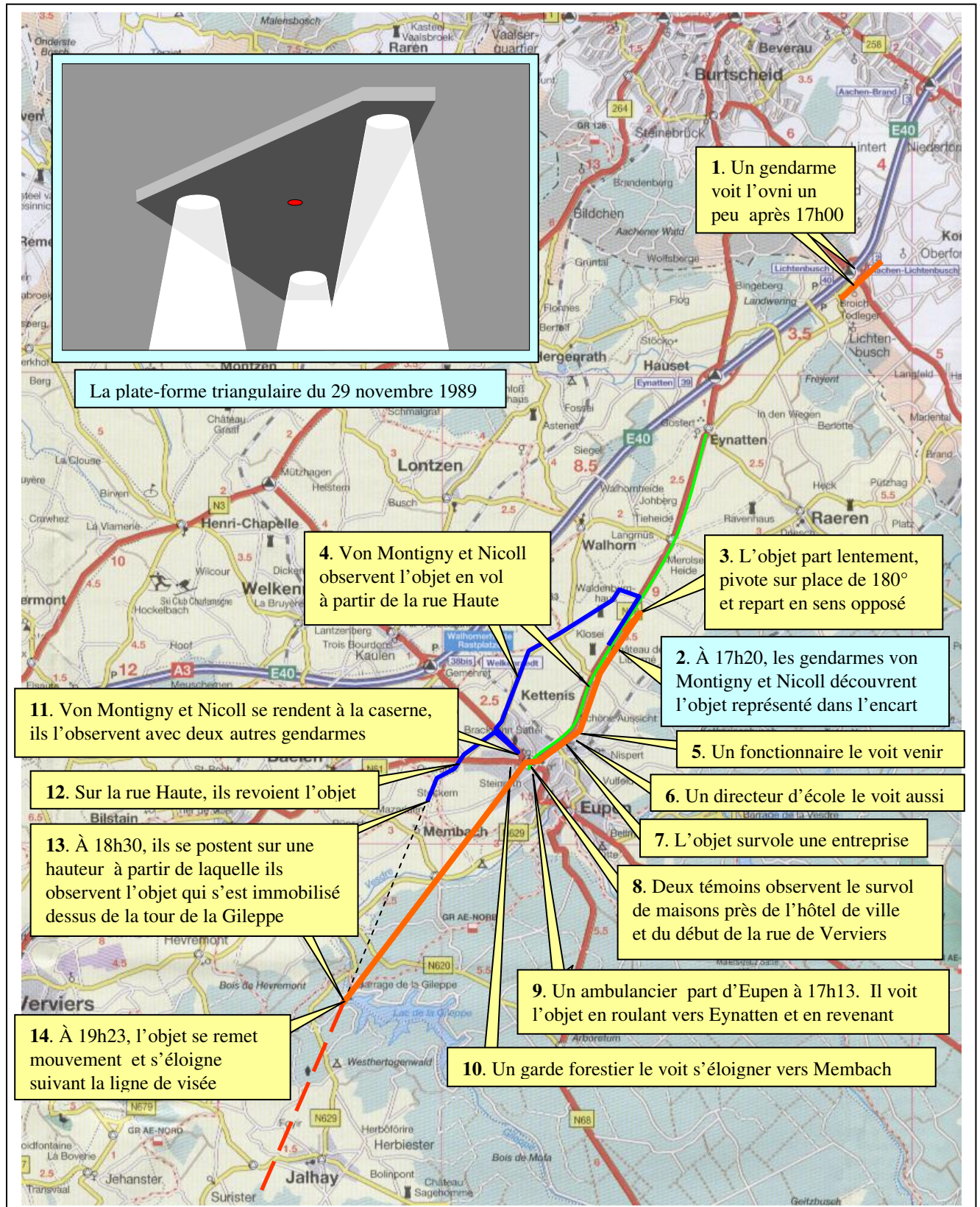


Figure 7 : Synthèse des observations d'un même ovni pendant au moins deux heures au cours de la soirée du 29 novembre 1989. Deux gendarmes l'ont observé de près quand il était immobile (2). Ensuite, ils l'ont vu quand il a tourné sur place de 180° (3) et à partir de la rue Haute (en bleu foncé) quand il s'approchait d'Eupen (4). Ils l'ont suivi des yeux quand il se déplaçait vers le barrage de la Gileppe (11-12). Il y est resté immobile pendant une heure au-dessus d'une tour éclairée (13-14), en émettant et en rappelant périodiquement deux boules rouges. D'autres témoins (5-10) l'ont également vu. L'ambulancier (9) fit un aller-retour sur de la rue d'Aix-la-Chapelle (partie verte).



Au cours de la discussion avec Alain Delmon, on ma demandé comment j'avais déterminé la direction de la tour de la Gileppe, vue à partir de Korthenbach. J'ai fourni des copies d'extraits de la très grande carte de l'IGN, ce qui a permis de vérifier qu'il s'agissait bien de  $205^\circ$  par rapport au Nord. D'autres personnes ont vérifié mes relevés astronomiques (figure 3). J'avais également déterminé au moyen de la même carte de l'IGN la configuration du relief suivant la direction de la ligne de visée (figure 8). Puisque l'échelle verticale y est fortement amplifiée par rapport à l'échelle horizontale, il apparaît bien que les gendarmes pouvaient voir la partie supérieure de la tour éclairée et observer l'éloignement progressif de l'objet au-delà des sommets rocheux situés derrière la tour. Ce dessin a été montré à aux participants de la réunion du 22 février 1997 et leur a été fourni après celle-ci.

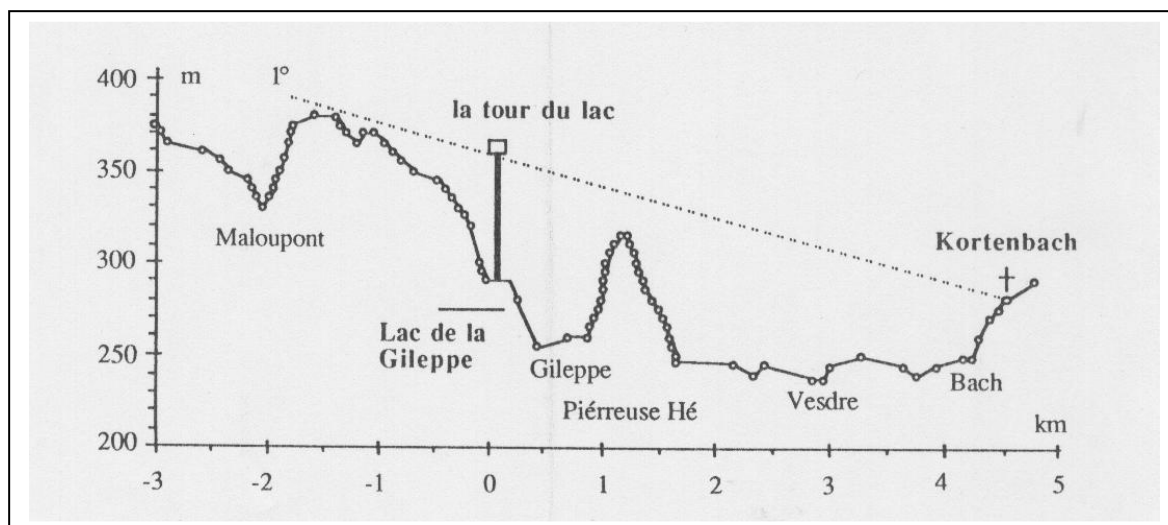


Figure 8 : Les gendarmes, postés à Kortenbach, pouvaient voir le sommet de la tour panoramique

Le 20 janvier 1997, je me suis rendu avec le gendarme von Montigny au pied de la tour panoramique du lac de la Gileppe. Le temps était un peu brumeux et la tour a une hauteur de 77,7 mètres, mais j'ai quand même pris une photo de la partie supérieure (figure 9). Elle comporte un restaurant à 80 places, avec un espace pour l'ascenseur et d'autres utilités. La surface extérieure est entièrement vitrée. Elle couvre  $624 \text{ m}^2$ . Une hauteur de 3 mètres, fournirait donc une base carrée de près de 15 mètres de côté.



Figure 9 : Photo de la partie supérieure de la tour panoramique de la Gileppe

En décembre 1989, j'avais demandé au gendarme von Montigny de dessiner « la lumière » telle qu'elle lui était apparue, en respectant le mieux possible ses proportions par rapport à la tour panoramique. Je n'avais pas reproduit ce dessin (figure 10) dans VOB1, puisque le récit des témoins suffisait pour exclure la possibilité d'une confusion astronomique et je l'avais oublié en 1997. Maintenant, il montre de manière directe que la « boule blanche » immobilisée au-dessus de la tour était *nettement plus grande* que ne pouvait l'être l'image de la planète Vénus. Cela s'ajoute aux arguments qui découlent des données astronomiques.

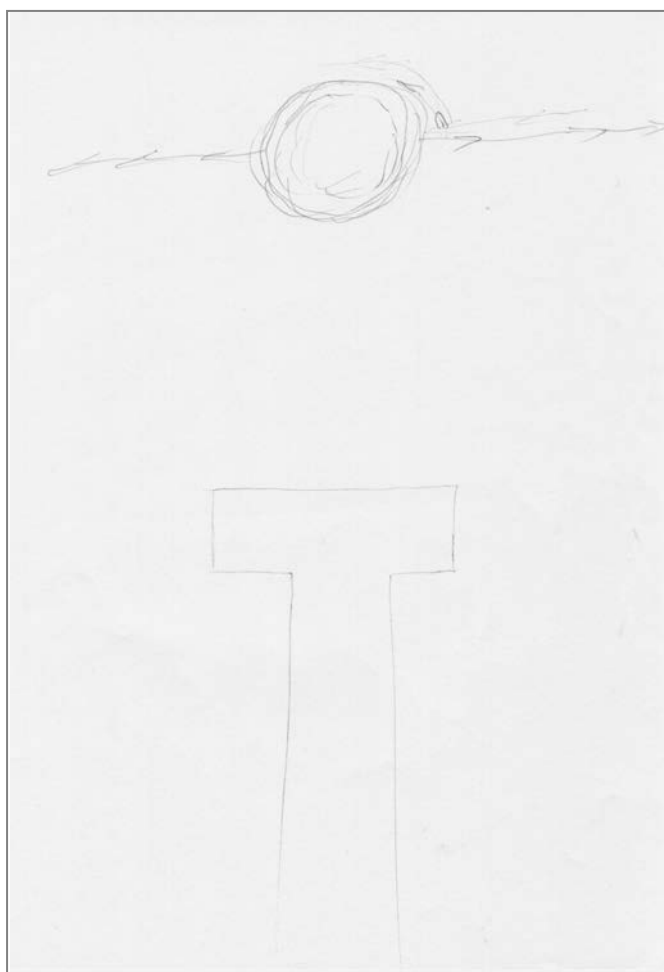


Figure 10 : Le dessin de von Montigny de ce qu'il a vu au-dessus de la tour de la Gileppe

Puisque les deux gendarmes se trouvaient à 4,6 km de la tour, le pouvoir de résolution de l'œil permettait seulement de voir une « boule blanche » (VOB1, 23), mais les interviews ont révélé qu'ils discernaient quand même une certaine structure interne. Notons cependant que la répartition des lumières ne devait pas nécessairement être la même qu'au début (figure 1). Les flèches rappellent les mouvements des boules rouges. La « boule blanche » devait aussi avoir une certaine extension, puisqu'elle s'est rétrécie au cours de l'éloignement final. Ceci devrait clore le débat sur « l'hypothèse de Vénus » de manière définitive.

# ERNAGE 1989: The Facts and their Analysis

A. Amond, W. De Brouwer, P. Ferryn and A. Meessen

**Abstract.** *A remarkable UAP (Unidentified Aerial Phenomenon<sup>1</sup>) has been observed by Lt Col André AMOND and his wife Chantal on December 11, 1989 at ERNAGE near GEMBLoux in Belgium. We provide first-hand data about all phases of this event and describe the behaviour of the observed lights. These belonged to an object that was invisible to the witnesses and flying very slowly, at low altitude without making any noise. It surprised the witnesses, since it approached closely, turned very sharply and departed at high velocity. During the new inquiry, we found a related observation made by another witness, also in ERNAGE. The facts are analyzed in a rational way and the hypothesis that it could have been a helicopter or any other conventional aircraft is carefully checked, but refuted. Two other cases that so-called sceptics attributed to helicopters are also studied.*

## Introduction

The events that are analyzed and discussed in this study occurred in the central part of Belgium, during the evening of Monday **December 11, 1989**. This was less than two weeks after the beginning of the so-called “Belgian wave”. Indeed, an exceptionally great number of Unidentified Aerial Phenomena (UAP) had been observed during the evening of Wednesday **November 29, 1989**, near the Belgian-German frontier. Only a few of these observations were immediately known and reported by journalists but later on, for this single evening, a total of 143 observations of this type were progressively collected. Since it has sometimes been claimed that later observations were simply triggered by the first reports, assumed to result from perceptual errors or hallucinations, it is worthwhile to mention that **André AMOND and his wife** made their observation without knowing anything about the first media accounts. They had not even read a book or any article about UFOs or similar phenomena. They were thus very surprised by what they saw. On **Thursday December 14**, two national television stations (RTBF and RTL) tried to present an overview of the strange events. The witnesses saw the second broadcasting and realized only at that moment that similar phenomena had been observed.

### 1. The Authors of this Study

The first author is the principal witness, who happens to be a high ranking Staff officer of the Belgian Army. **Colonel André AMOND (AA)** is civil engineer and *Breveté d'État Major*. He has also acquired a degree in applied natural sciences, but is now retired. In 1989, he was in charge of management and planning of the infrastructure resources of the Ground Force. After much hesitation and consultation of some colleagues, he wrote an account of his observation for the Ministry of Defence (MOD), in French: *Ministère de la Défense Nationale* (figure 1).

Figure 1: Lt Col André Amond sent a letter to the Belgian Ministry of Defence, the Air Staff and SOBEPS.

The same day, December 19, 1989, the Colonel sent a copy to SOBEPS (*Société Belge d'Étude des Phénomènes Spatiaux*). This non-profit “Belgian Society for the Study of Space Phenomena” had been founded in 1971. Its aim has always been the “*rational and objective study of space phenomena and related problems, as well as the unprejudiced diffusion of collected data*”. It started immediately after the first media reports of unusual events in 1989 to collect first-hand accounts and to check the trustworthiness of the witnesses. It became then progressively clear that a “wave” of exceptional magnitude had come over Belgium. Similar sightings occurred in adjacent countries, but these were not so numerous and SOBEPS was not in charge of their collection. During the following days and months, observations of UAPs continued at a lower rate, but with transitory peaks. This happened in particular during the evening of *December 11*. The collection of as much reliable data as possible was a great challenge for SOBEPS, functioning only with voluntary collaborators, but the essential results were summarized in two books<sup>2</sup> that will be called VOB1 and VOB2.

The second author is **Major General Wilfried DE BROUWER** (WDB). In 1989, he was Colonel and is now retired. Between 1989 and 1991, exactly at the time when so many UAP observations were made over Belgium, he was “*Chief Operations of the Belgian Air Staff*”. In this capacity he was in charge of establishing the policy for managing and employing military air assets, including airspace surveillance and control. In 2007, he was invited by the Coalition for Freedom of Information (CFI) to report about the Belgian wave in the National Press Club, Washington DC<sup>3</sup>. It should be mentioned that he is himself an experienced pilot. His insights and technical competence are thus very important for the present study.

**Patrick FERRYIN** (PF) was a founding member of SOBEPS. Because of his professional expertise in photography, he was in charge of the examination of all photos and videos of UAPs that SOBEPS got. This resulted in contributions to VOB1 and VOB2. He also wrote articles for *Inforespace*, the regular publication issued by SOBEPS and for *Kadath*, a magazine that he co-directs and that is dedicated to an objective study of past civilizations. He is leading a company dealing with videoconferences, documentary and training films, and remains an active researcher. When SOBEPS ended all its activities in 2007, he created COBEPS (*Comité Belge d'Étude des Phénomènes Spatiaux*), which continues to collect data on UAP observations made in Belgium, but publishes only through electronic channels<sup>4</sup>.

**Auguste MEESSEN** (AM) is professor emeritus of the Faculty of Science of the Catholic University of Louvain. As a physicist, he was teaching quantum mechanics, theoretical physics and solid state physics. Being particularly interested in basic, unsolved problems, he developed a theory of *Space-Time Quantization* that generalizes relativity and quantum mechanics. It accounts for all possible elementary particles. In 1971, he got interested in the scientific and technical aspects of *Unconventional Flying Objects* of unidentified origin and became a member of SOBEPS. Occasionally, for important cases, he made investigations, but his main objective is to *understand the propulsion system* of these crafts, often observed throughout the world and documented in the course of human history.

## 2. Sources of Information

The observations of AA have already been documented in several complementary ways. These accounts will be used and completed in this study.

- As we previously mentioned, colonel André AMOND described himself what he and his wife had observed and he sent this text *on December 19, 1989* to his superior level: the Ministry of Defence. SOBEPS was allowed to publish the full text and the accompanying figure in VOB1 (p. 90-92). A translation of this *letter* is provided in appendix 1.
- The Colonel and his wife were interviewed *on January 3, 1990* by a SOBEPS investigator. His *report* was written on January 9, 1990. It contained important first-hand information, but also some personal interpretations. This applies in particular to the “probable trajectory” that he drew on a copied map of the observation site. This drawing was reproduced at a smaller scale in VOB1 (p. 92, figure 2.21), with emphasis on the hypothetical trajectory. One of the purposes of the present investigation was to check the validity of this data. We provide a translation of essential contents of this report, published in VOB1 (appendix 2). The colonel and his wife have also separately filled out the standard SOBEPS questionnaire.
- AA has been interviewed for *several TV programs*. The RTBF broadcasted in 1992 a program that presented various opinions<sup>5</sup>, but included also an account of the observations made in Ernage, with a corresponding *computer simulation*<sup>6</sup>. ARTE realized in 1996 a much more complete document, where AA appeared as a witness<sup>7</sup>. The RTBF realized two other broadcasts<sup>8</sup> in 2004 and 2007, where the Ernage case was mentioned. For the second one, the colonel was interviewed on the observation site, while PF documented the whole process on video. Another computer simulation was realized for 2007.
- A *new investigation* started on August 23, 2008 at the observation site. Both witnesses were independently interviewed by AM, but WDB was also present and asked questions concerning the behavior of the UAP, while PF recorded the whole interview on video. This investigation was actively pursued during several months through electronic and direct contacts, as well as further field investigations and the collection of additional data. We even discovered and interviewed **another witness** who made related observations in ERNAGE.

### 3. Motivation

When a discussion concerning the Belgian observations started during the spring of 2008 on EuroUfoNet, we had at first to answer some questions about the observations that were made near EUPEN on November 29, 1989. AM, who had conducted these investigations, was obliged to discard erroneous claims, but subsequently the discussion focused on the case of ERNAGE. This part was summarized by Wim van UTRECHT<sup>10</sup> (WvU), who believes - like other *so-called sceptics* - that the Belgian wave of UAP observations only resulted from misperceptions of activities involving conventional aircraft and amplified by psychosocial effects. This thesis has been advocated in particular by the late Renaud LECLET<sup>11</sup>(RL), who claims or suggests with great insistence that Colonel AMOND and most other witnesses of UAP observations during the Belgian wave, simply saw *helicopters*.

RL and his collaborators - who amended and expanded the document after his death - don't prove their statements but blame SOBEPS for not having proven the contrary. In addition, they blame SOBEPS for not investigating the helicopter option, but neglect the fact that SOBEPS had frequent contacts with the Belgian Air Force, which formally rejected this option. Moreover, it is absolutely essential for every investigator to eliminate the possibility of confusions or misinterpretations. Nevertheless, we will seize this opportunity to show that the helicopter hypothesis is inadequate

It is noteworthy that we only had access to LECLET's document on October 26, 2008. It would be unnecessarily tedious to discuss the latter paper in detail. It accumulates numerous speculative assumptions, but indirectly, it raises a basic question: *Are the observed UAPs real signs of something that calls for specific scientific attention or are they simply illusions?* We will answer this question by considering three cases, mentioned by RL and his collaborators. This will allow any impartial reader to compare the methodology applied in of RL's paper and the present study.

#### 4. Scope, Methodology and Objectives

*The scope* of this study consists of:

- ***The detailed analysis of the observations in Ernage on December 11, 1989.*** This was the second case in LECLET's paper, claiming that "more than probably", which means with certainty, the witnesses simply saw "the SA-330 Puma (helicopter) of the BAF (Belgian Air Force)". The central subject of this study will be a thorough reinvestigation of this case, to verify whether this is true or not. We will complete and eventually correct what was known until now, but this provides also an opportunity to learn more about investigating UAP observations.

- ***The discussion of two other observations.*** These are the first and last ones discussed in LECLET's paper. The first was injected by one of RL's collaborators (WvU) and occurred on October 4, 1992 at PLANCENOIT (and not MARANSART) near WATERLOO. It will be presented and discussed in Chapter IV of this study, together with the last case, concerning the observations made near EUPEN on November 29, 1989. Both cases are very instructive to realize how one tried to suggest that the "helicopter hypothesis" could be sufficient.

- ***The encouragement of scientific research*** on issues that are related to observations like those that are discussed in this article. They raise challenging questions that cannot be solved by simply denying or distorting the observed facts. How they can perhaps be solved will not be discussed, but we hope that the reported facts will stimulate normal scientific curiosity.

*The methodology* is defined by the outline of this study.

First of all, we consider the ***facts*** on a purely phenomenological basis (Chapter I). Then, we proceed to a rigorous ***analysis*** of the available data, without ideological preconceptions (Chapter II). We also verify whether it is possible or not to explain these facts in terms of a ***Puma helicopter*** - as suggested by Lecelet - or by means of some other conventional aircraft (Chapter III). We complement the Ernage investigation with a detailed analysis of the sighting in ***Plancenoit*** and supplementary comments on the observations of November 28, 1989 in the region of ***Eupen*** (Chapter IV). This will allow us to scrutinize the arguments and techniques that were used by sceptics to undermine the credibility of the witnesses. Finally, we summarize our findings and draw some general ***conclusions***. We add translations of original documents, as well as a technical justification of an important argument.

*The basic objectives* follow from the need to find the truth.

- ***We have to reinvestigate*** in a careful and unprejudiced way the observations which were made at ERNAGE, on December 11, 1989 and to come to factual conclusions.

- ***We should also shed light*** on the methods used by sceptics and show that UAP sightings deserve more attention and methodical research by qualified experts and scientists.

## Chapter I. Observations at ERNAGE

**temporarily unavailable**

Figure 2: *Map of the observation site* (© NGI, 1:25000, 1981). The red lines define directions of observation for the events of December 11, 1989. Colonel Amond stops at A and A1, but drives slowly at B and B1. Then he stops again at C, where both witnesses leave the car. The initially proposed “probable trajectory” is accompanied by a question mark and will actually be modified. M specifies the site of another observation. The sides of the square grid correspond to 1000 m.

## 1. Becoming aware of the UAP

In the evening of December 11, 1989, colonel André AMOND is driving on a quiet country road, called the *Sart Ernage Street*. He comes from the village of Ernage, where he is residing, and is accompanied by his wife, sitting on the right front seat. They are going to pick up their son at the railway station of Gembloux. At **18:45**, local time, they arrive at *Tri Masset* (T on figure 2). It is dark but the sky is clear, the moon is shining and stars are visible. The temperature is close to 0° C.

When AA is about to arrive at the sideway of Tri Masset, he looks out for possible traffic and thus for car lights. At this moment, he spots a group of strange lights in the sky on his right side. He stops then at the point A, to look more carefully. There are **three or four luminous panels** of white-yellow colour, with an orange tint like the setting sun in winter. These lights are peculiar, since their shape is trapezoidal. Their luminosity is steady, but below this ensemble, practically in the middle, there is **a red pulsating light**. Its upper part is flat and close to the yellow lights, while the lower boundary forms a circular arc (figure 3a and 3b). All separations between the lights are clearly recognizable but AA doesn't see any supporting mass.

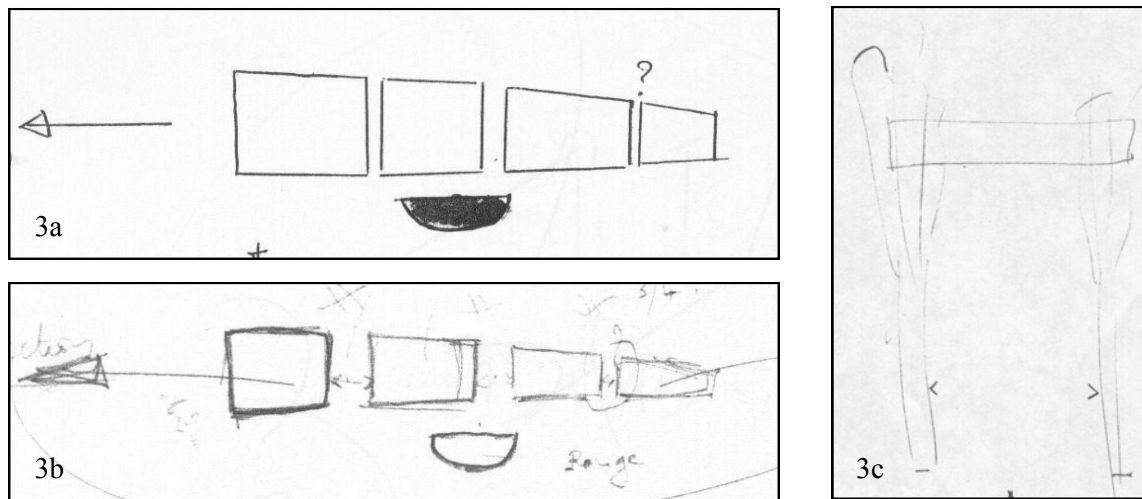


Figure 3: Sketches made by Col Amond of the luminous panels and the pulsating red light for his letter to the Ministry (3a) and the report (3b). At B, the luminous phenomenon is seen behind two poplars (3c).

The group of lights is situated in the sky, in the direction of the small wood at *Les Mottes*. Much further away and closer to the horizon, is the *Mellery tower (pylon)*, which is illuminated when it is dark. It is a radar and communication tower for SHAPE in CASTEAU (MONS) and NATO in EVERE (BRUSSELS). AA knows this tower very well, since he had verified the calculations for its stability when it was installed during the seventies. The visibility is excellent. Although this tower is situated at 7 km from the witness, it is clearly visible on the horizon, while the strange lights are higher in the sky. The Colonel thinks at first that the lights could come from this direction, but having stopped, he observes a lateral displacement with respect to the tower. **The motion is horizontal and very slow**. Since all these unexpected lights remain in a constant relative position, they should belong to a solid object, but AA doesn't perceive any structure supporting the lights. Afterwards, he can't remember whether there were three or four panels, as indicated by the question mark in the figures 3a and 3b. However, he is sure about the **trapezoidal** outline.

Then he drives from A to A1, but never faster than 50 or 60 km/h. On the contrary, he slows down several times when he looks towards the lights. The velocity is then reduced to 30 km/h and some-



times to 10 km/h. The lights are advancing in the same direction, but more slowly, since they only catch up when he slows down. The elevation seems to remain constant with respect to the easily discernable horizon. Moreover, AA doesn't notice any change of the apparent size of the yellow panels and the red pulsating light. Thus, he gets the impression that between A and A1, the motion of the UAP is *horizontal and nearly parallel* to the Sart Ernage Street, but he is not absolutely sure, since he couldn't observe the lights without interruption. It is impossible to evaluate the distance, especially at night. Knowing that the Mellery tower is higher than 100 m, he has the feeling that the UAP could be progressing at an altitude of 200 to 300 meters (letter and report).

The Colonel sees the horizon with the Mellery tower at about the middle of the right front window, but to see the group of lights, he has to incline his head somewhat towards that window. He informs his wife about the lights, but she is sitting higher and couldn't see them without putting her head closer to the window. She doesn't care, since even without looking, she is convinced that it has to be an airplane. They ignore, indeed, that some people had recently spoken about strange things that appeared in the sky, but AA is intrigued. *He doesn't understand what's happening*, since the moonlight is not reflected by the surface of this object and there is no noise, as expected for normal aircraft.

Colonel AMOND is so amazed that he doesn't think about evaluating the angular length of the row of panels, but it was *several times longer than the apparent diameter of the moon*. The lights had to be close or large enough, of course, to allow for an easy recognition of the dark separations. AA stops the car at A1, where he stays until the mysterious phenomenon is nearly disappearing behind the trees at the farm of Sart Ernage (report). At that moment, the lights are seen through the windshield, but the car could be slightly oblique to the street. Anticipating the disappearance of the UAP, AA decides to drive to the other side of the farm, to see if it will reappear.

## 2. Reality of the Phenomenon

At the point B, just before the left turn, AA slows down and incidentally sees that the lights are passing "*behind the two first poplars*" (report). In December, these poplars have no leaves and the branches are visible in front of the luminous panels. AA is sharply observing the UAP, since he told the first investigator: "*I evaluated its **apparent height** to 2/3 of the height of the trees and its **apparent length** did correspond to the distance that separated these trees.*" This is indicated on his sketch (figure 3c) and is equivalent to a measurement. It results from a fortunate coincidence, but also from the curiosity and presence of mind of the observer.

Subsequently, AA accelerates and drives as rapidly as possible to the other side of the farm, but the darkness and the turning street don't allow for fast driving. It takes thus some time before he reaches B1, where he slows down. The road goes uphill and makes a slight turn towards his left. He looks then towards the right, but the group of lights advanced more slowly than he did. Being just beyond the bend, he rediscovers the lights in the rear right window. They are emerging approximately at the top of the wooded area. Figure 4a is extracted from the computer simulation (VOB2, photo 2.15) and figure 4.b is the drawing that AA made during the new investigation, when we were standing at B1. He represented only three panels, as in the computer simulation, but he started to draw the general outline and then the separations. Finally, he added the red light and some poplars.

In his letter, the Colonel reported only what happened after he saw the lights at B1. He stated that they appeared at the height of *the last third of the trees* behind the farm (appendix 1). He meant the

poplars. He didn't mention what happened before he arrived at B1, because he wanted to be concise and he considered this as irrelevant in comparison with the more important events which followed. Now, the strange phenomenon *couldn't be imaginary anymore*. It had to be physically real, since it disappeared behind obstacles and reappeared like something of material consistency. The report of the first investigator clearly stated, however, that the observations had begun before AA arrived at the farm, although it was not recorded that this happened already at point A.



Figure 4: Computer simulation (4a) and Amond's sketch (4b) of the trees and lights seen at B1.

The new investigation started with an interview of *Mrs. AMOND*. Together with her husband they took the same route as in 1989 and she was invited to say "stop" when the car arrived at the place where she saw the lights for the first time. This happened at B1. She described then what she saw: *a row of luminous panels*, emerging at about the top of the trees of the small wood, which, 19 years later, is still there. The lights were of yellow-orange colour and the panels were trapezoidal with a progressively decreasing height. Below this row of panels, there was in the middle *a red pulsating light*. Its intensity changed over the whole surface at the same rhythm. When asked to show how fast, by closing and opening her hand, she indicated that two peaks were separated by approximately one second. All these lights were moving together, as if they belonged to a solid object, but being asked if she had seen it, she said: *"no, I assumed that there had to be something to carry the lights. I couldn't see it."* How many luminous panels did you see? She answered: *"three"*

In this regard, AM wants to stress the fact that initially, AA wasn't sure if there were 3 or 4 luminous panels (letter and report) and Mrs. AMOND had only told the first investigator on January 3, 1990, that she saw *"several lights"*. The number of panels seemed less important to both witnesses than their general appearance and their behaviour. The graphical artist who realized the computer simulation had necessarily to choose between 3 or 4 moving panels. He opted for three, since that was easier for him and the spectators. This process influenced, the memory of the witnesses, but all other details provided by both of them remained consistent. When AM asked Mrs. AMOND at B1 what she had thought when she discovered this phenomenon, she said: *"nothing"*. Having no preconception, she presumed, of course, that it had to be something normal, although she heard no noise coming from that direction.

### 3. The Great Surprise

Let's return to the initial events. Having seen the reappearance at B1, Col. AMOND drives towards the highest part of the street, to have a better view of what might happen. He stops at C (figure 2), and shuts down the engine, while his wife opens her window. They prick their ears, but *can't hear any sound* coming from there. They do only perceive a weak traffic noise from the N4 Road (Namur-Wavre). The lights continue their silent, very slow horizontal motion. AA steps out of the car, leaves the left door open but keeps the lights on to warn possible traffic. While he goes to the front of the car,

AA looks at the full moon and takes then a stand just before the left front light of the car. Mrs. Amond leaves the car as well, goes to the right front corner and observes from there, but without standing in the beam of the right head light. When AA looks again towards the UAP, there is a change! According to the first investigator, this happened when the phenomenon reached the direction of the small wood behind the farm of *la Gatte* (figure 2). The UAP is now higher than the wood, but instead of the yellow panels and the pulsating red light, there is only **one round white light** (figure 5).

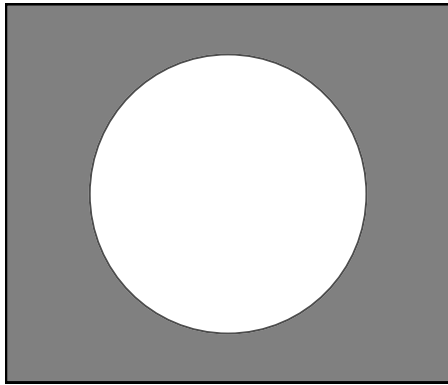


Figure 5: The approaching white light.

It is directed towards the witnesses and closing in. Its luminosity is constant, uniform and very intense, but not blinding. The boundaries are sharp. The altitude decreases. It seems to be a head-light, pointed towards the witnesses, but its *apparent diameter is "two times that of the moon"* (appendix 2) *and there is no beam that illuminates the ground.* AA saw the full moon just before, but we don't know whether this comparison corresponds to the closest distance or not. The Colonel spontaneously said during the new investigation that the distance of closest approach may have been less than 100 m and that the apparent diameter of the circular light could then have been larger than two times the size of the moon.

AA had told the first inquirer: *"I can't remember how the object changed its heading. It came in our direction (lower than the top of the trees behind it) and the intensity increased. My wife got frightened and told me: "start-up". I also felt a certain apprehension, since I considered this behaviour as being aggressive."* Mrs. Amond's testimony is very important in this regard. She saw the change: *"When it reached the wood, the object seemed to stand still and a very luminous white light was directed towards us. I got frightened and said to my husband "start-up". I didn't dare to look at it any more"* (report). She must have been extremely frightened, since she didn't want to see anymore what might happen. During the new investigation, she described the white round light, while we were standing at C, and AM asked her if she had seen something around it. She answered: *"no"*. There was **no visible mass**, supporting this light and no sound. When asked, how close it came, she said: *"twenty meters, at eye level"*. Of course, this was not based on any measurement, but a spontaneous expression of the **intense fear** that she had experienced. She was terrorized and reacted in panic. This doesn't happen when a light is at a distance of about 1 kilometre, for instance.

When she filled out the questionnaire, she had to describe the brilliance of the light, by choosing between: dazzling (éblouissant), strong, average, low and very low. Conform to her frightening experience, she wrote: *"dazzling"*, while AA drew a circle around *"strong"*. He mentioned in his note to MOD that *"only an enormous white light was visible"* during this phase. *"It was larger than the head-light of a big transport aircraft... The object with this enormous, anomalous luminous mass showed itself somewhat aggressive. We heard no engine noise... This object was silent!"* At this instant, he also felt insecure and responded to the frightened call of his wife by rapidly returning to his seat. When he was still upright between the door and the body of the car, he looked again towards the phenomenon. He didn't see how this happened, but it is now obvious that *"the object is engaged in a manoeuvre. It is nose up."* This is an essential part of the observation.

The object is banking towards its left side and climbing in an acrobatic way. It displays its ventral side, which is oriented towards the witness at a very steep angle. This is shown in figure 6, taken from the letter. The report contains a very similar sketch and specifies that there are *"three white lights,*

forming a triangle... The red light is situated in the middle. Its diameter is 2 to 3 times larger than the white lights. These are separated by 6 to 10 meters, but the top light is 3 to 4 times more intense than the other white lights". Imagine, the moon illuminating the fields and seeing these lights without supporting mass.

AA is flabbergasted: **no surface reflection** and not even a perceptible contour! It's weird. AA sits down behind the steering wheel, but continues to observe the manoeuvre of the object. In his letter he describes it as follows: "Three white lights that are smaller than the previous one have appeared. They form more or less an equilateral triangle... The distance between these white luminous spots is estimated at about 10 meters." He calls it "paradoxical" that he can't see the mass that surrounds the triangle formed by the white lights. Moreover, he notes in his letter to the MOD that "**the manoeuvre made by the craft is majestic, slow. The curve is tight.**" It is not necessary to move the head or the eyes to follow the object's turn, as one would have to do for a Boeing or similar aircraft.

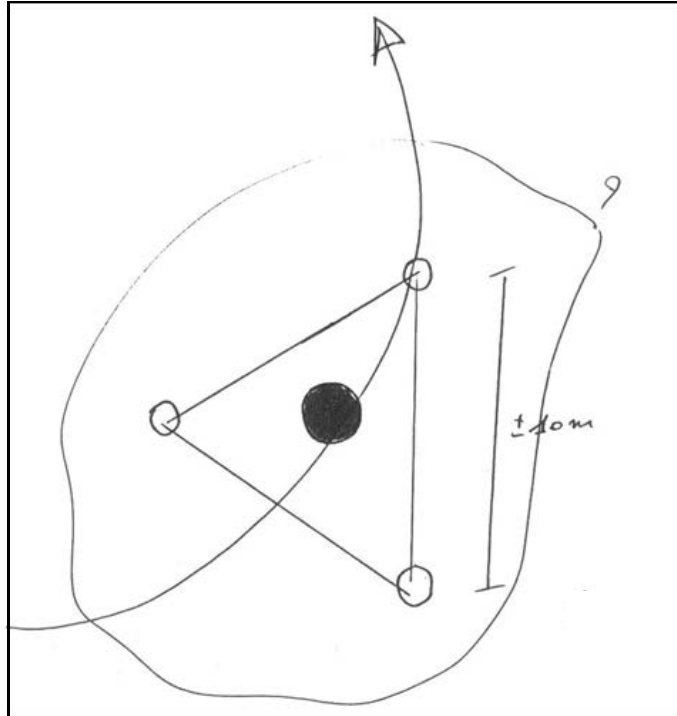


Figure 6: The ventral side of the UAP.

#### 4. Rapid Departure

To observe the rising motion of the object, AA is obliged to lower his head somewhat towards the steering wheel and to look through the upper part of the windshield. The object restores its horizontal attitude and darts away, so that AA can now only see the protruding and pulsating red light. He starts the engine. The accelerating object disappears "*rapidly out of sight in the darkness of the night, towards the SSW*", but the whole observation lasted 5 to 8 minutes (letter).

After the rapid departure of the flying object, AA closes the window, but while he is doing this, he hears a train that is passing at his left side (figure 2). The noise is easily detectable at about 750 m, even with running engine, while previously, he heard no sound at all coming from the much closer flying object. The illuminated windows of the train remind him of the row of panels. After these events, he picks up his son at the railways station of Gembloux and is back home at 19:05.

#### 5. Another Witness at ERNAGE

When we analyzed these observations, it became clear very soon that the first investigator had simply *assumed* that, at the moment that the object was spotted it was at the horizon, above the trees near *Les Mottes* (figure 2). He thought that the flying object then moved along a *linear trajectory* in the North-South direction. As such, it could then pass between two groups of trees at the ONE colony (*Office de la Naissance et de l'Enfance*). However, it is clear from figure 2 that this passage would not

have been visible from B and B1. On site, this is even more evident. Furthermore, figure 4 shows that the object appeared close to the trees at the farm of Sart Ernage. Unfortunately, we can't ask the first investigator anymore why he made this choice, since he deceased, but we know that this was his first case, right after the beginning of the wave. Probably, he didn't realize that other flying platforms came rather close to the witnesses. His prudence is understandable, but requires reconsideration.

Actually, it was only possible to assume that the trajectory was *nearly parallel* to the Sart Ernage Street between A and A1. The distance was unknown. The resulting problem reminded AA of what a neighbour had told him in 1992, after his first appearance on television<sup>5</sup>. Mrs. **Huguette MARITS** (HM) was convinced that she had seen the same UAP. According to the memory of AA, this happened also on December 11, 1989. He went thus to her home (on October 3, 2008) and collected enough information to justify a meeting (on October 5) for further investigation. The interview was conducted by AM, in the presence of AA and PF, who documented it on video.



Figure 7: Mrs. Marits discovers four lights in the village of Ernage.

It turned out that in December 1989, HM did work in Brussels. She always arrived by train. It was dark and while she was walking home on the silent village street she became suddenly aware of the presence of *a group of lights* at her left side. It was between 18:30 and 18:45. Later on, we could ascertain that her train arrived at 18:25 and that it takes about 13 minutes to walk from the station to the observation site, which is close to her home. It was thus about **18:38**, local time. During the morning of our meeting, she made a drawing (figure 7) of her sighting.

Here is the account of her remarkable observation. She is walking on the right side of the street, when she realizes that there are lights behind the trees on the other side of the street. She distinctly sees three round lights, forming *an equilateral triangle*. A larger red light is pulsating in the middle. The other lights are yellow and steady. All lights remain in fixed relative positions with respect to the leafless trees, but *no supporting mass is visible*. Moreover, HM doesn't hear any sound and notices no movement. Being alone, she feels insecure and hastens her pace, to reach her home as fast as possible. She takes her heels and doesn't even look anymore whether the lights are still there. Her home and shelter are nearby. Once at home, she immediately tells her husband and asks him to have a look. Nothing special can now be seen, but her husband doesn't doubt her words and understands her attitude. Indeed, it couldn't be a plane or a helicopter, since they knew their position lights and the noise that such aircraft make. They had recently heard on television that some persons reported to have seen strange things, but this did neither favour confabulation, nor procure a sense of security. It simply meant: *"I am not the only one who is seeing strange things."* Nevertheless, like many other witnesses, she only spoke about her experience to close relatives and some colleagues at work. She is not at all what some sceptics like to call "fantasy prone personalities".

Mrs MARITS saw the lights during a short time only, but she observed them with utmost attention. Since she didn't notice any motion. The object was thus either at rest or moving very slowly, but she saw *the ventral side* of an object, where the lights had the same disposition as in figure 6. Like the Colonel, she saw only the lights and *not the object* itself. It is not very reasonable to assume that the platform was engaged in a banking manoeuvre at the very moment when she happened to look at it, but it *could have stayed at rest in a vertical position*. During the Belgian wave, there was indeed an independent observation where a triangular platform was seen to remain suspended in air, while rotating around its longitudinal axis, which happened to be vertical. This object was thus alternatively showing its ventral and dorsal side (VOB1, 206-8, VOB2, 262-8) and it demonstrated that a triangular platform can develop adequate "lift" to compensate its weight in such a situation. It could thus also remain motionless in a vertical position. Similarly, the photo of PETIT-RECHAIN shows the ventral part of a platform with a very steep inclination (VOB1). Although the exposure time of this photo was one or two seconds, only a very slight rotation was detected during the analysis<sup>12</sup>.

## 6. Characteristic Features

When colonel AMOND wrote to the Ministry of Defence, he called special attention on four astonishing characteristics. Recently, he made them more explicit, by adding some comments.

1. *"The slowness of the movements of the flying object, in contrast to its final rapid motion."* When I was driving, I had to wait until it caught up, but at the end, it displayed a tremendous acceleration and flew off at very high velocity.
2. *"The mass, which should necessarily have carried the lights, did not reflect the moonlight and was not visible."* The full moon was positioned, behind the witness. Could its rays have been deviated towards the rear-side of the object?
3. *"The lack of engine noise."* No sound was heard, not even when the car engine was shut off on the country road, at that time, devoid of traffic. Slightly later, it was possible to hear there the noise made by a train that was passing much farther away.
4. *"For me, it is clear: it was neither an AWACS, ULM or helicopter, nor a hologram"*. The Colonel discards thus any conventional explanation, but he insists that *"some kind of intelligence was involved"*, since the flying object deviated from its course with a specific purpose. He doesn't know whether this "visit" did result from curiosity or aggressiveness, but it was not accidental. The motions of the group of lights were always coherent and attributable to a flying object, although the manoeuvre was amazingly slow. The approaching light was very intense, but had a sharply defined boundary and didn't illuminate the ground.

When we met Mrs. MARITS, she didn't remember the day of her observation. That was less important for her than what she saw. AM contacted thus her son, who had been one of his students. He confirmed that his parents spoke about that event, but he had also forgotten when this happened. We know, however, that there was a marked peak of observations on December 11. Even for this particular evening, all of them could not be attributed to one single object, while the description of Mrs. MARITS fits in with the observation of AA (figures 7 and 6), as well in regard to the appearance of the UAP (underside of the object) as for the known time sequence (18:38 and 18:45). We can thus conclude that it is at least *very probable that they saw the same object*.

The only difference relates to the colour of the 3 lights that formed the equilateral triangle. Instead of the usual white colour, she mentioned a *yellow* colour, but this could eventually result from the computer simulation that she had seen on television. Some secondary elements could get mixed up in her memory. Mrs. Marits doesn't know anymore whether the moon was shining, but she clearly remembers that it wasn't raining, since she had no umbrella, and that *the contour of each light was sharply defined*. Moreover, there were no light beams that illuminated the surroundings or plants. The observed lights were not dazzling. Actually, she compared their intensity to that of the white light tube in her kitchen.

Figure 7 can be used to draw some conclusions. Since HM is accustomed to paint by copying post cards, for instance, with a change of scale, she has a sense of proportions. The apparent height of the centre of the lights can thus be determined by means of the trees. Measurements, performed afterwards on the terrain, where there is still an oak and a cherry tree, allowed us to assume that the line of sight did probably pass at a height of about 8 m above the ground, at a distance of about 40 m with respect to the witness. The actual height H and the actual distance D of the lights behind the trees remain unknown, but the ratio  $H/D = 1/5$ . This corresponds to an angle of about  $11^\circ$ . When  $D = 150$  m, for instance,  $H = 30$  m. It follows from figure 7 that the distance between the lights, which formed an equilateral triangle, was then of the order of  $H/2.7 = 11$  m.

The witness was looking from M towards free fields at the northern border of the village of Ernage (figure 2). We don't know in what direction the object departed, but it is probable that it moved towards the right, since one of the white lights would then have been at the front edge as it was the case with numerous other observations (figure 7).

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*We will now proceed with the detailed analysis of the observations at Ernage on 11 December 1989.*

## Chapter II. Analysis of the Observations

### 1. Astronomical and Meteorological Data

On December 11 1989, the sun was setting for Ernage/Gembloux at 16:36 local time. At 18:45, the full moon (99%) was standing in the East (azimuth  $85^\circ$ ) at an elevation of  $31^\circ$ . These data are derived from an astronomical computer program (Tellstar). They confirm that the fields were illuminated by the moon and that the object should have been visible.

Renaud LECLLET tried to make the helicopter hypothesis more plausible for the Ernage case, by stating<sup>11</sup> (p.5) that the Royal Meteorological Institute (RMI) at Uccle/Brussels provided the following information for December 11-12, 1989: "*there was fog at Bierset, Gosselies and Chièvres on December 11 (horizontal visibility lower than 200 meters at the time of maximum opacity).*" He adds that "*the presence of local veils of fog above the fields around Ernage at the sighting time cannot be excluded. Light sources that show through a fog layer can appear larger than they actually are. The fog can also explain why the object itself remained invisible*".

Once again, the real facts are not taken into account, since AA had clearly mentioned in his letter, published in VOB1 and thus known by RL and his collaborators that "*the sky was clear. There was*

*full moon.*” Since the Mellery tower was visible at a distance of 6.95 kilometres, we can add that the atmosphere at Ernage was even very transparent close to the ground.

The data sheets of the RMI are available at Belgian Universities and surely at the RMI, at least on demand, although the contrary has been suggested<sup>10</sup> (p.4). They prove that it had been freezing on December 10, 1989. At Gembloux, the temperature fell to  $-4.5^{\circ}$  during the night and reached only  $5^{\circ}$  during the day, since the weather over Central Europe was “determined by a high pressure zone.” The air was dry, but the RMI predicted for Monday 11: “*Locally persistent mist, elsewhere the sky is clear. Maximum temperatures of  $+1^{\circ}$  to  $5^{\circ}$ , Minima of  $-2^{\circ}$  at the coast and  $-8^{\circ}$  in high-Belgium.*” At 08:00, local time in the morning of December 11, 1989, the temperature was still  $-1.5^{\circ}$  in Gembloux. Atlantic perturbations were only predicted for the following day.

To allow for the helicopter hypothesis, it has also been suggested<sup>10</sup> that sound coming from the object could perhaps not have been heard by the witnesses at Sart Ernage, if a sufficiently strong wind was blowing in the opposite direction. This assumption could have been verified, at least from the meteorological point of view. In reality, according to the RMI data sheets, the wind was so weak on December 11, 1989 that its direction could not be recorded at Gembloux. At Beauvechain, which is situated at 23 km from Ernage, a weak wind was blowing from WSW (figure 2). That’s exactly the opposite of what the so-called “sceptics” tried to insinuate.

## 2. The Flying Object

The first important feature that had to be clarified concerns the coherence of the successive appearances of the lights observed by Mr. and Mrs. Amond. This was possible by taking into account the general characteristics of the objects that were so often observed during the Belgian wave. Witnesses reported various forms and light sources, but most frequently, they mentioned triangular platforms. Usually, people saw only the ventral side, carrying lights that were similar to those in figure 6. Sometimes they saw a *superstructure, with luminous panels* that could be windows or have some other function. In the Ernage case, the object itself was not visible to the witnesses. Nevertheless, the luminous panels could have been situated at the lateral side of a superstructure, as suggested by figure 8.

The object should also carry a round source of white light at its front side, so that this light was directed towards the witnesses when the object approached them in a descending motion. Although at this very moment it was a source of visible light, it could be a detector system, using other EM radiations (for instance in the Terahertz region) and was not necessarily in use, when the object was seen from the side or at some small angle. Only the yellow panels would then appear as well as the protruding red pulsating light.

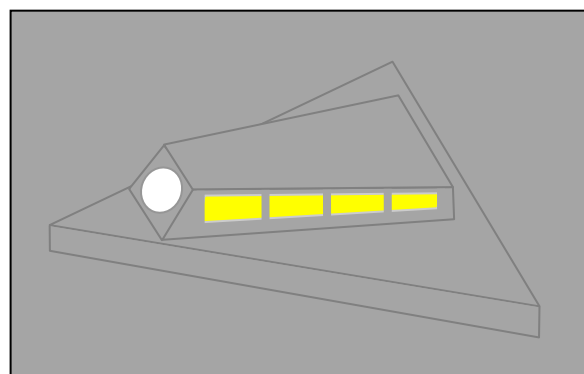


Figure 8: Probable form of the flying object.

Superstructures with luminous panels were often observed during the Belgian wave, while the three round white lights on the ventral surface were always imbedded near the edges of the triangle. At the start of the Belgian wave, the public ignored that UFOs could have such a form. If they had simply invented their stories, they would have described classical “flying saucers”. That was the image they



had in their minds. It is thus very remarkable that suddenly, so many persons started to say that they had seen *triangular or quadrilateral platforms* with round white lights near the corners of their ventral side and a red blinking or pulsating light at its centre. The description of the details varied, which implies that more than one object or a single type of objects were observed, but it consistently defined *a particular class of flying objects of unconventional appearance and behaviour*.

These platforms were usually operating silently or at a very low noise level, meaning that they were not powered by a combustion engine. However in the Ernage case, the fact that the witnesses *didn't see the supporting mass* was not customary at all. It happened sometimes during the Belgian wave that the surface was fuzzy (VOB2, p.194-204), but the combination of an apparently invisible surface with visible light sources was odd. We would not be aware, of course, of objects that have the capacity to be or to become invisible, if there was not something that betrayed their presence, but why should we be confronted with such a paradox? There may have been an intention. Perhaps, we were invited to be more curious, but we want to stick only to actually observed facts.

To summarize what happened when the astonishing flying object was observed from B1 and C, we present a panoramic view (figure 9). It is based on real photos of the landscape and the statements of the witnesses. The second part of the observations begins at the upper right corner of this drawing. The motion was horizontal, until the white light was directed towards the witnesses. It approached then in a descending motion. During the manoeuvre at close range, AA saw only the three white and the pulsating red light on the ventral side of the flying object. We indicate these lights, as if the object had been transparent, but the witnesses asserted only that he didn't see its surface by means of diffused light and that he couldn't perceive any contours. He didn't understand these effects, but was well aware of their paradoxical nature. Then the object darted away.

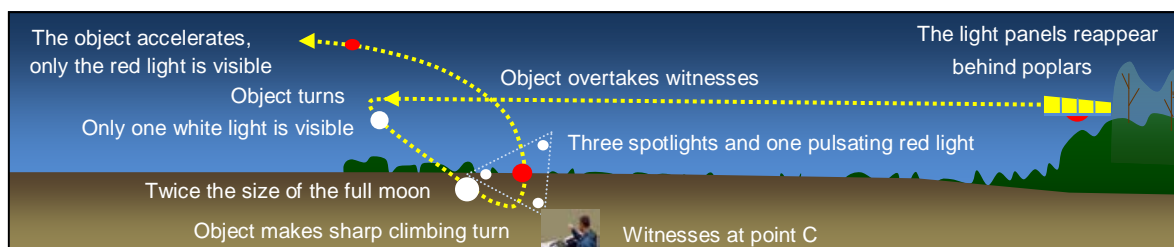


Figure 9: Panoramic view of the motions of the lights seen at B1 and C.

The graphical artist who realized the computer simulation tried to represent an invisible object that carried lights and to suggest the continuity of its motions, by showing progressive transformations of the frontal white light (VOB2, figure 2.16 and 2.17). These transformations have not been observed by AA. Although he was present when the computer simulation was realized, he didn't protest, since computer simulations were still very tedious at the beginning of the nineties and he was aware of the difficult problem that the graphist tried to solve. His aim was surely not to create some fake reality. He simply tried to make apparent magic more comprehensible.

There has been discussion about the real size of the approaching white circular light, since the first investigator had proposed a probable trajectory that seemed to imply that this light was at a distance of about 1 km when it had an apparent diameter of  $1^\circ$ . This is two times the apparent diameter of the Moon, but the real diameter of the white circular light would then be  $\text{tg}1^\circ$  times 1000 m, which yields 17.5 m and is too large with respect to the ventral side (figure 6). However, this critique is not valid. At a distance of 1000 meters, the object would not have been as frightening as indicated by AA in his letter to the Ministry of Defence. Figure 2.21 of VOB1 was actually based on the drawing of the inves-

tigator, who had added the inscription “Ann A” . This meant “Annexe A”, but was misinterpreted by one of the sceptics as being the signature of André Amond. He had *not* drawn this map and didn’t even know the content of the report. When he was asked, he answered that the distance of closest approach was of the order of 100 - 200 m. At the observation site, he mentioned that 50 m would also be possible. Let’s assume **100 m**. The diameter of the great white light would then be **1.8 m**. This is consistent with the range of sizes that have been reported during the Belgian wave.

### 3. Two Critical Lines of Sight

Since the lines of sight at B and B1 are converging, *the trajectory has to be closer* than the point where they meet one another. The line of sight at B1 is defined by the edge of the wood, which is still there today, but the line of sight at B was difficult to establish. Of course, the UAP passed behind two poplars, as indicated in figure 3c, but where were they situated? At the outset of the new investigation, we knew only that there had been *two rows* of poplars in 1981, indicated by dots in figure 2. Moreover, poplars are fast growing trees that could have been cut and replanted. Our field investigation disclosed that high poplars at the north side had been cut some time ago. AA and AM tried to locate the stumps of the generation that would have been there in 1989, but no trace was left. We thank the game-keeper and his son for their help, but our problem couldn’t be solved that way.



Figure 10: Aerial Photography taken in 1985 (© NGI)

We bought then from the National Geographic Institute an aerial photography that had been taken in 1985. It proved that the meadow behind the farm was then *totally* surrounded by poplars, forming the contour 1 to 7 in figure 10. The length of the shadows indicated that this were high poplars. The owner of the farm, *Count Le Hardy de Beaulieu*, told us that these poplars had been planted in 1960, but that those of the rows 1-4 had been cut in 1988. New ones have been planted in the spring of 1989 between 3 and 4.

We see also that in 1985, there existed already a row of smaller poplars between the edge E and the street S. They would remain after the row of poplars 1-4 had disappeared, and could thus be important. We thank the Count for his kindness. He showed us also another aerial photography that had been taken at oblique incidence in the spring of 1983 and gave us the permission to include it in this text (figure 11). It shows that the farm of Sart Ernage is surrounded by cultivated fields and that the region where the observations took place is very flat. We indicate the observation points A, B and B1. The row of young poplars is already present and clearly discernable.



Figure 11: Aerial photograph of the farm of Sart Ernage, taken from the south in 1983.

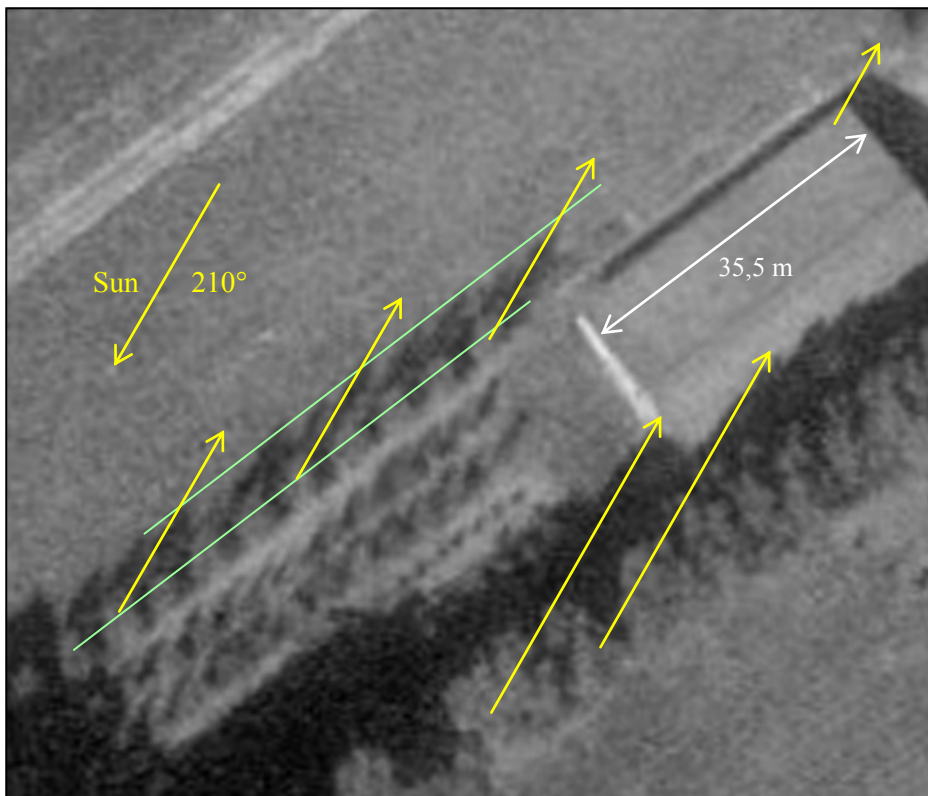


Figure 12: Indirect measurement of the height of the poplars in 1985 (© NGI)

Figure 12 shows a magnified part of figure 10. The direction of the shadows allows us to determine the direction of the Sun:  $210^\circ$ . This picture had been taken on 1 October 1985. We could thus establish with Tellstar that the Sun was at the measured heading at 14:11, local time, and that its elevation was then  $32^\circ$ . This allowed us to calculate the average height of the young and older poplars in 1985

It is sufficient to determine the average length of the shadows. This was done by comparing it with the measured length of the roof of the hangar. We got 14.8 m for the young poplars. Their average height in 1985 was thus equal 9.2 m. The shadows of the older poplars were 2.7 times longer than those of the young poplars in 1985, so that their height was then **24.8 m**.

We acquired then an aerial photography, taken on May 3, 1990. The rows 2-3-4 of figure 10 had been completely cut, but the rows 5-6-7 were still there. The row 1-2 had only partially vanished. This defined *the real situation* that existed in December 1989. The line of sight at B1 was quite obvious, but we were not yet sure whether we had to consider the line of sight BE or BF. Moreover, the resolution was not sufficient to determine the height of the poplars in the spring of 1990.



Figure 13: Aerial photography of 1990 (© NGI)



Figure 14: Aerial photography of 1997 (© RW)

We did this by means of another aerial picture, provided by the *Région Wallonne* (figure 14). It solved also a puzzle, since it proved that two poplars had not been cut near E. We had tried to locate the stumps for the row EF and didn't understand why they had different sizes. They had not been cut at the same time. With the kind aid of M. Ferrier, we could also establish that this picture had been taken on August 11, 1997. As for figure 12, we calculated the average height: 22.7 m. They had thus grown about 1.1 m/year. When we assume for the *high* poplars a growth of about 1 m/year, they had in December 1989 an average height of **29 m**.

Initially, we were unaware of the existence of a transverse row of poplars, but even when we knew that the row 4-5 was there in December 1989 (figure 13), we had still to prove that the two poplars of figure 3c were situated at F and not at E. We tried both possibilities and found that the trajectory that would result from E was unacceptable. The localization F was also justified by the qualitative drawing of the first investigator (figure 15). Seen from B, it would correspond to the “two first poplars” the UAP could reach, and they were “clearly outlined on the horizon” (report).

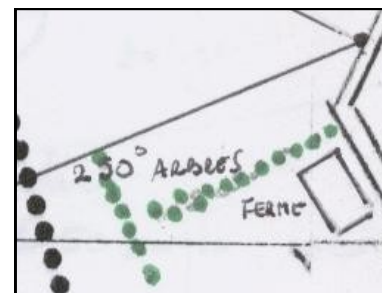


Figure 15: From the report.

#### 4. Trajectory and Velocity of the Flying Object

We are now ready to start the mathematical analysis of the observations, to find out if all available data can be combined in a logical and consistent way, taking into account qualitative as well as quantitative information. For instance, when the object was observed between A and A1, its motion seemed to be *uniform, horizontal and parallel to the Sart Ernage Street*. On November 29, 1989, two gen-

darmes of EUPEN had observed a motion that was parallel to a street<sup>13</sup>, but to avoid arbitrariness, we not assume that the trajectory was really horizontal and parallel to the Sart Ernage Street. We will only postulate that the trajectory was *linear*, since this is normal for a flying object and directly compatible with the observation. We use now an aerial photography of 1995, provided by the IGN in digitalized form (figure 16). Added indications will be used in our mathematical analysis.



Figure 16: Aerial picture of 1995 (© NGI ) with the critical lines of sight at B and B1, a fraction of the trajectory (in yellow) and the rows of high poplars that were present in December 1989 (in green).

The precise day this picture was taken is unknown, but we determined already that the height of the young and older poplars in December 1989. Some of them were not present anymore in 1995. We indicate therefore the positions of those which were still there in December 1985 by green lines. We measured the distance between the last stump at the edge (E) of the row of younger poplars and the street (S) by means a 50 m metallic measuring tape. It yielded the value  $ES = 201.4 \text{ m}$ , which will be taken as the basis for the determination of lengths on figure 16. As shown in the previous section, we can safely consider that the two poplars of figure 3c were situated at F and that they belonged to the row FG. This determines the line of sight at B, while the line of sight at B1 is chosen in such a way that the flying object could reappear near G, but behind the row of high poplars FG (figure 4). The essential result is that these lines of sight meet one another at the point P.

The trajectory cuts the line of sight BP at the point X. The length  $x = BX$  is unknown, but such that  $d < x < p$ , where  $d = BF$  and  $p = BP$ . The inclination of the trajectory is also unknown, but can be defined by the angle  $\theta$  it forms with the line of sight BP. Since the trajectory didn't cut the Sart Ernage Street, we can assert that  $\theta \geq \sigma$ , where  $\sigma$  is the angle between the line of sight and a trajectory that would be parallel to the Sart Ernage Street. The computer gives us the length of the vertical and horizontal components of any line segment. This allows us to calculate its length and its inclination. The lines of sight form an angle  $\alpha = 21.5^\circ$ . The angle between the line of sight BP and the row FG is  $\beta = 62.4^\circ$ , while  $\sigma = 21.8^\circ$ . The distance  $d = 574$  m and  $p = 862$  m. The distance BB1 that AA had to drive along the road while the flying object passed behind the farm is  $Z = 330$  m.

It becomes now possible to calculate *the velocity v of the flying object*, since it travelled the distance  $z = XY$  during the time  $t$  that AA needed to drive from B to B1 at an average velocity  $V$ . Thus  $z = vt$  and  $Z = Vt$ , where  $Z$  is the curvilinear distance BB1. It follows that  $t = z/v = Z/V$ . The value of  $V$  is not exactly known, but it was dark and the sight was limited by the building, so that AA couldn't drive very fast, although he was in a hurry to see what happened on the other side. Moreover, he had to accelerate at B and to brake near B1. It is therefore very probable that the average velocity was close to  $V = 10 \text{ m/s} = 36 \text{ km/h}$ . The time  $t = Z/V$  would then be of the order of 33 s. This value is reasonable, since AA performed tests to evaluate the time interval, while his wife told him whether he was driving too fast or too slow.

It is now only necessary to determine the value of  $z$ , to get the velocity  $v = zV/Z$ . Figure 16 shows that the length  $z = XY$  depends on the distance  $x = BX$  and the inclination  $\theta$  of the trajectory with respect to the line of sight. These values are still unknown, but it is obvious that the highest possible value of  $v$  is determined by the highest possible value of  $z$ , which would be reached if the trajectory were very close to F and if it had the largest possible inclination. This would correspond to  $x = BF = d$  and a trajectory that is parallel to the Sart Ernage Street ( $\theta = \sigma$ ). The corresponding value of  $z$  can be determined in a graphical way by means figure 16. This means that the object flew at most a distance of 160 m in 33 seconds, so that the velocity  $v < 4.8 \text{ m/s} = 17 \text{ km/h}$ . It is thus certain that the flying object was advancing at *a remarkably low velocity*. Its actual value depends on the yet unknown values of  $x$  and  $\theta$ , but we will show in the following section that we can justify values that correspond to the trajectory of figure 16, so that  $z = 126$  m and  $v = 3.8 \text{ m/s} = 13.7 \text{ km/h}$ .

Those who are not so familiar with the powerful mathematical language can jump to section 6,  
but they should realize that these conclusions were drawn in a strictly logical way.

## 5. The Length and Altitude of the Luminous Panels

The essential point is that the passage of the object behind the farm of Sart Ernage allows for *a triangulation that leads to a set of equations*. They can be solved in a coherent way, so that implicit information will finally appear in explicit form. First of all, we note that the length  $z = XY$  can be calculated by considering the triangle XYP in figure 16. This allows us to say that  $\sin \alpha / XY = \sin \gamma / XP$ , where the angle  $\gamma$  is opposed to  $XP = p - x$ . Since the sum of the angles  $\gamma + \alpha + \theta = 180^\circ$ , it follows that we get a general expression for *the velocity v* of the flying object:

$$v = V \frac{z}{Z} \quad \text{where} \quad z = (p - x) \frac{\sin \alpha}{\sin(\alpha + \theta)}$$

As indicated in figure 3c, the extremities of the panels nearly coincided with the trunks of the two first poplars that the UAP encountered for the observer situated at B. These poplars were situated at F and their separation along the row FG was close to the average value  $s = 6.5$  m. Assuming that the luminous panels were nearly parallel to the trajectory, we get then a relation between the total length  $L$  of these panels and the separation  $s$ , viewed from the point B. This idea is graphically expressed in figure 17, where we take only into account the linearity of the lines of sight. For clarity, we exaggerate the values of  $s$  and  $L$  with respect to  $d = BF$  and  $x = BX$ . The distance  $d$  and the angle  $\beta$  are known, while  $x$  and the angle  $\theta$  are unknown.

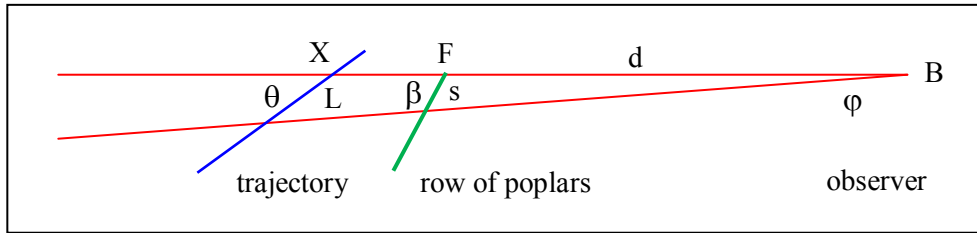


Figure 17: Geometrical factors that determine the total length of the light panels.

Assuming that the luminous panels are parallel to the trajectory, we get the relation

$$\frac{L \sin \theta}{s \sin \beta} = \frac{x + L \cos \theta}{d + s \cos \beta} \quad \text{or} \quad L = \frac{s x \sin \beta}{d \sin \theta}$$

since  $L$  and  $s$  are actually very small compared to  $x$  and  $d$ . The lowest value of  $L$  would thus be obtained if  $X$  were close to  $F$  and if the trajectory were perpendicular to the direction of observation ( $x = d$  and  $\theta = 90^\circ$ ). This yields  $L > 5.8$  m, but the value of  $L$  increases with the distance  $x$  and it depends on the inclination of the trajectory (angle  $\theta$ ). At B, the *angular length*  $\varphi$  of the luminous panels was identical to the apparent angular separation of the two poplars. This value is independent of the position and inclination of the trajectory. Since  $d \tan \varphi = s \sin \beta$ , we get  $\varphi = 0.57^\circ$  or  $0.6^\circ$ , while the angular diameter of the Moon is  $0.5^\circ$ . We conclude that figure 3c represents *a really discernable coincidence*.

When the luminous panels were *seen from A*, their apparent angular length  $\varphi$  was greater, since the row of panels was less oblique for the observer and since they were passing at a smaller distance (figure 16). At the beginning of the new investigation, it was only stated that the angular length was equivalent to *several times the apparent diameter of the Moon*. AM asked again somewhat later. The answer was then 3 to 4 times, which would yield an angular size  $\varphi$  of  $1.5^\circ$  to  $2.0^\circ$ . At the present stage, he asked AA to increase the precision, since that would allow us to determine other parameters. The Colonel provided then *three different estimations* of the angular length of the luminous panels, made at the initial observation site A.

1. The apparent angular length was about  $\frac{3}{4}$  of the thumb at arm's length or  $1.9/65$  (in centimetres), which means that  $\varphi = 1.7^\circ$ .
2. It was smaller than about  $1/5$  of the width of the group of trees, which emerges above the horizon near Les Mottes (figure 2). This yields a ratio of about  $50/1280$  (in meters) or  $\varphi < 2.2^\circ$ .
3. The ensemble of luminous panels was at least 5 times longer than the second lowest transverse tie of the Mellery tower. Knowing that the tower has a height of 160 m, this value (15 to 20 m) could be determined by photography. This amounts to  $75$  to  $100/7000$  (in meters). It follows that  $\varphi > 0.6^\circ$  to  $0.8^\circ$ , but this value is the least certain.

Taking into account all these values with some weighting factors, we can adopt the value  $\varphi = 1.7^\circ \pm 0.3^\circ$ . Actually, we had started with the assumption that the trajectory was simply parallel to the Sart Ernage Street between A and B, so that  $\theta = \sigma$ , but it turned out that the results did not correspond to the impressions of the Colonel. That's why we left the value of  $\theta$  undetermined and did only use the estimated value of  $\varphi$  at the observation point A. This value depends on *the real length*  $L$  of the luminous panels, which the same for the initial observation point A than for B, and on parameters that depend on the trajectory of the UAP.

It follows from figure 16 that the distance  $D$  between the object and the Sart Ernage Street is a linearly increasing function of the distance  $y$  between the observer and the point B. The distance between B and the crossroad at Tri Masset is 588 m (figure 2). Since the point A corresponds to an electrical appliance at the side of the road and since the measured distance  $AT = 58$  m, we get for the point A the value  $y = 530$  m. The apparent angular length  $\varphi$  depends then on *the apparent length*  $L'$  of the panels and their distance  $D$  by means of the following relations:

$$\operatorname{tg} \varphi = \frac{L'}{D}$$

$$L' = L \cos(\theta - \sigma)$$

$$D = (y + x \cos \sigma) \operatorname{tg}(\theta - \sigma) + x \sin \sigma$$

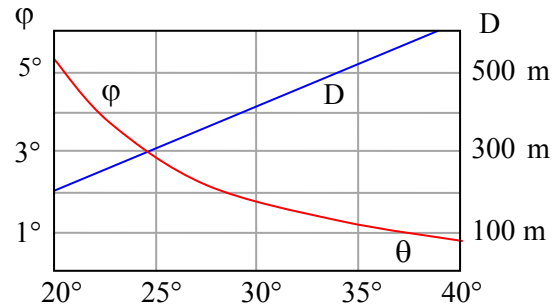


Figure 18: The angular length  $\varphi$  and the distance  $D$  of the panels at A *versus* inclination of the trajectory.

The graph corresponds to  $x = d + 20$  m, and thus to a trajectory that passes close to the poplars at F, as indicated in figure 16. Numerical calculations reveal that ***the most probable angular length  $\varphi = 1.7^\circ$  corresponds to  $\theta = 30.6^\circ$  and  $D = 430$  m.*** When  $x = BX$  is increased up to  $x = d + 100$  m, the distance  $D$  increases, but the angular length  $\varphi$  is nearly not affected. The graph shows however that the value of  $\varphi$  is very sensitive to a decrease of the value of  $\theta$ . Since the observed value  $\varphi = 1.7^\circ \pm 0.3^\circ$ , the angle  $\theta$  could be situated between  $28.7^\circ$  and  $33.0^\circ$ , while  $D$  would vary between 390 m and 480 m for  $x = d + 20$  m. For the particular case where the trajectory is assumed to be parallel to the Sart Ernage street ( $\theta = \sigma = 21.8^\circ$ ), we would get  $D = 250$  m and  $\varphi = 4.2^\circ$ . AA told us that this distance was too small and the angle  $\varphi$  was too large. We could thus demonstrate that ***the trajectory was not strictly parallel to the Street*** between A and B, although this was difficult to appreciate by means of separated, successive observations.

The advantage of a set of equations is that many parameters or variables are related to one another, so that initially hidden information can be made apparent. This is comparable to an iceberg, where the submerged and visible parts are interconnected. We will now use *the most probable value for  $\theta$*  to find out how the distance  $x$  between the trajectory and the observer at B would affect the values of the velocity  $v$  of the flying object, the length  $L$  of the panels and their height  $H$  above the ground. We established already general formulas for  $v$  and  $L$ . The height  $H$  follows from the fact that the line of sight passed at  $2/3$  of the height of the poplars situated at F. Since their average height was about 29 m, the line of sight passed at about the height  $h = 19.3$  m, seen at the distance  $d = 574$  m. This means that  $H/x = h/d$ . Since  $v$ ,  $L$  and  $H$  are linear functions of  $x$ , we consider only two particular cases:



Distance BX	Velocity v	Height H	Length L
$x = d + 20 \text{ m}$	13.6 km/h	22.6 m	11.7 m
$x = d + 100 \text{ m}$	9.5 km/h	25.6 m	13.3 m

The luminous panels reappeared behind the farm of Sart Ernage “*at the height of the last third of the row of trees*” (appendix 1). This means that the line of sight passed at about the height  $h$ , seen at a distance  $g = B1G = 582 \text{ m}$ . Since the distance  $u = B1Y = 660 \text{ m}$  for the trajectory of figure 16, we would get  $H/u = h/g$  or  $H = 21.8 \text{ m}$ . This is sufficiently close to 22.6 m, to confirm the first hypothesis for a horizontal motion. If the object turned toward the street behind the farm, the value of  $u$  would be smaller and the agreement would be improved, but the estimation of the angular height at B1 was probably not precise enough to make such an inference, reducing the value of  $v$ . In the following section we will only consider such a turn after reappearing at Y.

We also tried to estimate the height of the object at A or some other point between A and A1. To do that, we have to remember that when the UAP was seen from inside the car, AA had to incline his head towards the right front window to see the lights at its upper boundary. We can assume that the eyes were then approximately at a distance  $d' = 99 \text{ cm}$  from the window and at an altitude  $a' = 104 \text{ cm}$  above the street, while the upper side of the right window was situated at an altitude  $h' = 120 \text{ cm}$  above the same level. The last value takes into account the measured inclination of the street. The UAP was flying at a height  $H'$  with respect to the same reference level and at a distance  $D$ . We get then the relation  $(h'-a')/d' = (H'-a')/D$ . When  $D$  is of the order of 320 m (figure 16), we get  $H' = 53 \text{ m}$ , but the uncertainty is rather high.

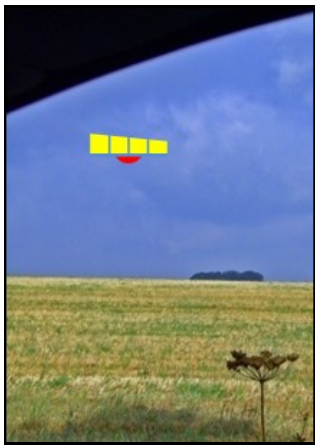


Fig. 19: Lower elevation.

Maybe, the height  $H$  of the luminous panels was progressively decreasing when they were seen between A and A1, but even at the beginning of the observation, the object was flying at a much lower altitude than 200 to 300 m. To evaluate the angular height of the UAP when it was approaching the poplars, AA took a picture from inside the car and a second picture, after indicating by means of yellow scotch tape the place where the UAP had appeared on the front right window. Then he reconstructed the probable view (figure 19). Even if the UAP was advancing at a constant height  $H$ , its angular elevation  $H/D$  had to decrease, since the distance  $D$  was increasing. We also know that the apparent angular length  $\varphi$  was reduced between A and B from about  $1.7^\circ$  to  $0.6^\circ$ . Although some evaluations remain somewhat imprecise, we are pleased that so much could be brought to light by indirect methods.

## 6. Conclusions and Overview of the Events at ERNAGE

Let's now put together the results of our analysis, which was strictly limited to phenomenological aspects. No preconceptions and no speculations concerning the nature or origin of the UAP have been used in the course of this analysis. We simply took into account what the witnesses observed and told us, without claiming *a priori* that they are *not* trustworthy. There is no objective reason for rejecting or modifying their testimony, although the reported facts are unusual. Actually, they boil down to the ***observation of a flying object that had very peculiar properties.***

There were *three witnesses* who saw lights that seemed to belong to a rigid structure, but, for them ***the object itself was optically invisible and it made no audible noise***, although it was observed at relatively close distances, in general less than 500 meters. This was even the case at a distance of about 100 m, when the object performed its highly remarkable manoeuvre. For any familiar motorized flying object, it would certainly have been accompanied by very intense noise. The circumstances for hearing sound were excellent, since both witnesses were standing outside the car, while its engine was shut down. There was no traffic on this isolated country street. Even the wind was blowing in a favourable direction (figure 2). Moreover, the moon was illuminating the landscape, but the surface of the object did not reflect or scatter this light. Even the outlines of the object could not be discerned, while trees at the horizon were clearly visible. It is also very astonishing that Mrs. Marits saw the ventral side of the motionless or nearly motionless object in a practically ***vertical position***.

We could prove in a rigorous mathematical way, by analyzing the passage of the object behind the poplars at the farm of Sart Ernage, that it was ***flying at very low altitude and very low speed***. It appeared with certainty that the speed was lower than 17 km/h. For the trajectory of figure 16, it was 13.6 km/h. It would even be lower if the object passed more than 20 meters behind the rear row of poplars. Thus, we can say that the speed was only of the order of ***13 km/h***. This value is based on different evaluations of the angular length of the ensemble of luminous panels when they were seen from the point A. We could also ***determine the orientation of the trajectory*** with respect to the Sart Ernage Street between A and B. The observation of the passage behind the two poplars of figure 3c led even to a determination of ***the total length L of the ensemble of luminous panels***. For a trajectory that passed about 20 meters behind these poplars, we get a length L of the order of ***12 meters*** and it appeared that it was only ***flying a height of only 20 meters above the ground***. At the beginning of the observations made by the Colonel, the UAP passed at a distance of about 450 meters.

The mathematical treatment shows that various declarations of the principal witness are logically consistent and that initially unknown parameters can be determined by an optimization process that takes simultaneously into account several restrictions. Even if the trajectory were not linear, our conclusions in regard to the upper limit of the velocity  $v$  and the length L of the ensemble of luminous panels would be identical. The height H would increase for increasing distances from B, but this distance can't be too high, to avoid unreasonably low velocities. Our initial aim was to verify whether ***the trajectory***, which had been proposed by the first investigator, was realistic or not. We proved that it was notably closer to the witnesses and discovered several other, initially not apparent facts.

We propose now the ***probable trajectory*** of figure 20. It includes the observation made by Mrs. Marits (at M), although the object she saw was motionless or slowly moving. Indeed, figure 7 suggests, that it departed towards the East, since triangular platforms of the Belgian wave did usually move with one white light at their front edge. The time sequence seems to be consistent, but since we are not absolutely sure of the day, we represent this part of the probable trajectory by an interrupted line. Then the trajectory becomes nearly parallel to the Sart Ernage Street between A and B.

Although this could not be directly observed, we feel obliged to accept that the flying object ***changed its heading*** after its passage behind the poplars at the farm of Sart Ernage. Otherwise it would have been too far out before it turned towards the witnesses, standing at C. We indicate this part by an interrupted line and - in agreement with the report of the first investigator - we consider that the object turned towards the witnesses when it was seen in the direction of the farm of *La Gatte*. (figure 2). Unfortunately, we cannot ask the first investigator any more or rely on his notes, since he deceased. The ***interrupted line*** means also that the exact distance of approach is not known, but this sequence

didn't seem to last very long. The UAP had to close in along a linear course, since they only saw the circular front light. We assume that it turned at about 100 m from C and so sharply, that AA could follow this maneuver without moving his head or eyes, which implies an angle of about 30°. It is particularly astonishing that the object was even *flying very slowly and close to the ground during its very tight and climbing turn.*

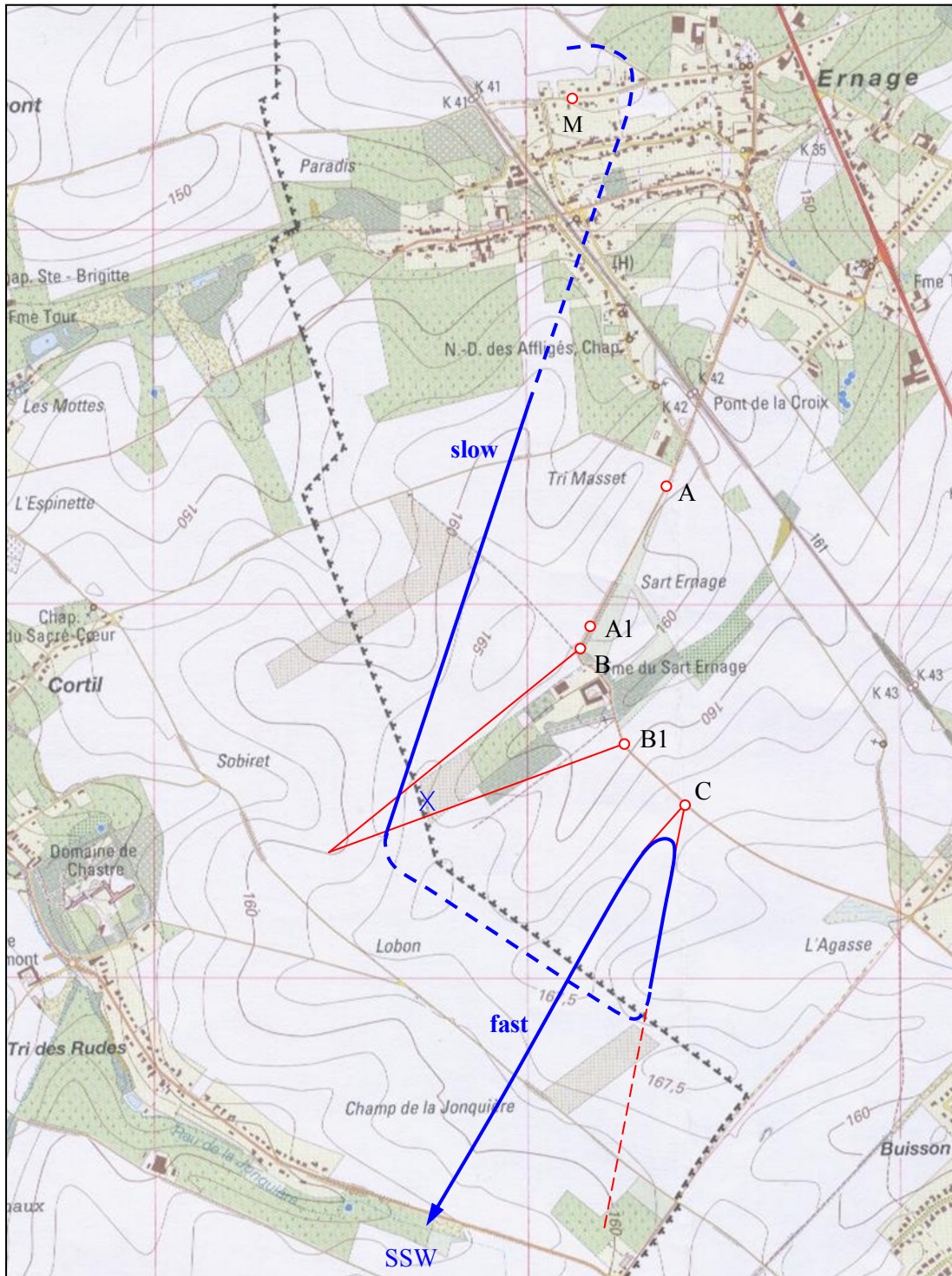


Figure 20: Probable trajectory of the UAP resulting from the observed facts and our analysis.

Since the approaching object descended from an altitude of about 20 meters and seemed to arrive at “eyes level”, according to Mrs. Amond, the U turn was executed at *an altitude of only 3 meters*, if it occurred at a distance of 100 m. This turn was even more remarkable, since the object was flying at a *very low velocity*. This will require special consideration in regard to possible interpretations (chapter III). After it U turn, the craft departed towards the SSW in “about the time it takes for one breath”. We went as far as possible in our *rational analysis of the observed facts* and not further than that.

### Summary of most probable numerical results

- Distance from A when first detected: 430 m.
- Distance from B when passing behind the poplars: 600 m.
- Closest distance between trajectory and the poplars at F: 20 m
- Altitude above the ground behind the farm: 20 m.
- Estimated distance from C at closest approach: 100 m.
- Resulting altitude at closest approach: 3 m.
- Speed of the flying object before its rapid departure: 13 km/h, surely less than 17 km/h.
- Length of the ensemble of luminous panels: 12 m.
- Estimated distance between white lights on the ventral surface: 10 m.
- Diameter of the approaching white light: 1.7 m.

\*\*\*\*\*

*Some significant events of the Belgian wave will now be analyzed from a technical point of view.*

## Chapter III: Analysis of Aeronautical Characteristics

### 1. Verifications made by the Belgian Air Force

*Maj Gen Rtd Wilfried DE BROUWER* reacted already in June 2008 to allegations that had been diffused on Internet for the EuroUfoNet list. Indeed, it had been claimed or at least insinuated that the Belgian Air Force never verified the possibility that the UAPs of the Belgian wave could simply be helicopters or some other conventional aircraft. The General considered that the initially published information (appendix 1 and 2) should have been sufficient to exclude the helicopter hypothesis, in particular for ERNAGE. Nevertheless, *he wanted to verify whether there was a solid basis for this hypothesis* and visited this observation site before the new investigation began. He contributed to the present study and after we had access to the text of RL and his collaborators<sup>11</sup>, it is adequate to quote the personality, who was in charge and surely more involved than so-called sceptics want to believe.

“Between 1989 and 1991, when the extraordinary UFO wave took place over Belgium, I was *Chief Operations of the Belgian Air Staff*. One of my responsibilities was the security of the Belgian airspace, which implies a continuous surveillance in cooperation with the National Civil Aviation Authorities (CAA). This surveillance is done by *four very powerful radar stations*, two civilian and two military, which are interlinked, so the duty civilian and military controllers can call up at any time the registrations of any of the four radars. All radar registrations are recorded and these recordings are kept for a well determined period. The CAA is in charge of overall airspace management but, if any intruders would be reported, it has no means to intervene. Such intervention can be done by the Air

Force which has permanently two F-16 on a 5-minute Quick Reaction Alert (QRA) status. These F-16 are integrated in the NATO Defence system, but can also be used for national defence purposes.”

“The sighting of *Lt Col ir André AMOND* (AA) occurred less than two weeks after the events of 29 November 1989. The latter observations had been amply covered in the media and at the air staff we had received numerous questions on the origin and nature of these phenomena. Our first reaction was to verify with the CAA whether air activities had taken place during the evening of 29 November which could have explained the numerous sightings. The CAA replied that ***no flight plans*** had been introduced to operate in that area. Normally flight plans are mandatory for flights between sunset and sunrise, but in cases of military exercises and emergencies (ambulance or police), exceptions can be made for helicopters.”

“If an ***ambulance helicopter*** had been operating, the pilot should have contacted the relevant air-space surveillance authority and communicate the point of departure, point of arrival, intentions, etc. Furthermore, these pilots have to display a well specified transponder code, which makes them visible and easily identifiable on secondary radar.”

“Furthermore, that evening, no military exercises had taken place over Belgium. Also, the Light Aviation which operated three Puma helicopters on behalf of the gendarmerie confirmed that they had not been active in that region. It is worth noting that ***foreign nations***, even NATO partners are not authorized to operate over Belgium without previous approval. Such approval consists of a diplomatic clearance and a flight plan. A diplomatic clearance can be granted in a ‘package’ i.e. allowing a number of flights within a well defined framework and profile. But even if such diplomatic clearance has been granted, pilots have to file a flight plan before each flight, mentioning the flight profile, timing and relevant diplomatic clearance number. This is also valid for NATO exercises which have to be announced and authorized months in advance. They also have to follow the very strict national rules and regulations which apply during night flying. I would like to emphasize that NATO is not a supra-national body; member nations maintain their full autonomy and NATO, or any of its member nations, have no right to use airspace or territory of NATO Partners without prior authorization. Can one imagine, for example, that Turkey would conduct an exercise on one of the Greek islands without prior Greek authorization? Or that Canada would conduct a low flying exercise in the USA without prior American authorization? Certainly not!!! ... and Belgium has the same rights and privileges as any other NATO partner. Infringements would lead to serious diplomatic incidents”.

“In other words, depending on the case, the military and/or national aviation authorities are always informed of any aerial activities in night flying conditions. During the night of ***29 November 1989***, no such flights had occurred in the area where the sightings had been reported. Furthermore, a thorough investigation of the tapes of the Belgian radars revealed that no air activities had taken place which could have caused the reported phenomena.”

“Yet, the media were putting the defence authorities under pressure to give an acceptable answer to the numerous questions and in the air staff, we were desperate to find the nature and origin of these phenomena. Indeed, we found it very annoying that multiple witnesses reported air activities, which ***remained unobserved by our radars and had not been authorized***. We ordered the radar controllers to pay special attention to aircraft flying at slow speed and low altitude. In addition, if further sightings would take place, the Master Controller of GLONS - the radar station that is integrated in the NATO Air Defence system - received the authorization to scramble the two F 16 on QRA for on-site investigation. During the week of ***11 December 1989***, the secretary of Lt Col André Amond, who worked in

the same building as the undersigned [WDB], informed my staff that his boss had made an observation of an unusual phenomenon in the area of ERNAGE. I asked for Lt Col AMOND to make a report and meanwhile verified whether this observation could have been caused by any fixed or rotary wing aircraft. The answer was that no flight plans had been introduced and that none of the four Belgian radar stations had registered any traffic that could have caused this phenomenon. Also, no exercises had taken place. Our conclusion was similar to the 29 November case: *we could not determine the nature or origin of this sighting*. Lt Col Amond sent his report to the Minister of Defence (MOD), but it remained unanswered.”

“At that time, I didn’t make an analysis of the different options which could have caused this sighting, which was one of the many reported that evening. Indeed, for the Air Force it was clear that there was no air traffic in the vicinity of Ernage at the time of the observation and the Air Force was not supposed to make any official inquiries such as interrogation of witnesses. The policy of the Minister of Defence was that, as long as there were no incidents, we had to limit our role to providing information on air activities to SOBEPS for supporting their investigations.”

## 2. ERNAGE revisited

“Nevertheless, some discussions started afterwards and it appeared that the map that was made by the SOBEPS investigator early 1990 and published in the first book of SOBEPS<sup>2</sup> was not fully correct. Still interested in this case and reacting to a rumour that the Ernage sighting was caused by a helicopter, I went to talk to AA, earlier this year [in 2008]. It should be said that I was convinced that his sighting was not caused by a helicopter, because I fully trust the Belgian airspace surveillance system and helicopters cannot remain unobserved by *radar*. In particular, the area where the sighting took place is flat and it is impossible to fly in a valley for avoiding radar detection. Nevertheless, I wanted to verify *technical evidence*, whether the helicopter option was a valid assumption.”

“We visited the place of the sighting and - in my opinion - AA’s story in 2008 was consistent with his declarations of 1989. He had drawn a more accurate map with the estimated track of the UAP and he gave me complementary details of his experience. I wanted to verify, however, whether *the data provided in VOB1* (appendix 1 and 2) contained evidence to conclude that the Ernage case was possibly caused by a helicopter or whether it excluded this hypothesis.”

“In his letter to the Ministry of National Defence (appendix 1), AA had been very brief. He didn’t mention what happened before he passed the farm of Sart Ernage, but he reported that he saw “three to four light panels *at the height of the last third of the row of trees* behind the farm of Sart Ernage.” These trees are much closer than those near the ONE colony (figure 2). At the observation site, it was obvious that the witnesses couldn’t have seen the passage of the UAP behind the much more distant trees at the horizon, but this was already apparent through the computer simulation (VOB2 and figure 4). The details reported by AA called for a good angular resolution, which is incompatible with a distance of about 1.5 km, while the fir-trees at W are situated at less than 400 m from B1 (figure 2). Since VOB1 reproduced the “probable trajectory” that the first investigator had drawn, it was known that some observations took place already before AA passed the farm of Sart Ernage”.

“AA explicitly stated (Appendix 1) that while he was driving (from B1 to C) at a speed of 50-60 km/h, “the light panels drop behind”. If the UAP had been far away, AA would normally have had the impression that it followed him at the same virtual velocity, but at point C he had to wait for the UAP

to catch up with him “The UAP, which *moves slowly* at my right, overtakes me and continues in the same direction.” Clearly, the UAP’s velocity was lower than 50 km/h. VOB1 suggests 30 km/h. This already *excludes that the UAP was a fixed-wing aircraft* which cannot operate at such slow speeds. Nevertheless, it could still have been a helicopter, dirigible, blimp, RPV (remotely piloted vehicle), or ULM (Ultra Light Motorized). We will thus consider these hypotheses.”

“Regarding the option that the UAP would have been a *helicopter*, it should be recalled that *the normal cruising speed of a helicopter is approximately 180 km/h*. While AA was driving 330 m (from B1 to C) at an average velocity of less than 50 km/h, a helicopter would normally have flown during the same time interval, a distance that is at least  $(180/50).330 \text{ m} = 1188 \text{ m}$ . The car would have stayed behind and not the UAP. The thesis that a helicopter is able to move very slowly is not convincing. *Helicopters and VSTOL* (Vertical/Short Take off and Landing) aircraft such as the Harrier can fly at very slow speeds, but flying at less than 30 km/h would be *a nearly hovering condition*. They never do this without any obvious purpose i.e. for landing, rescue operations, etc. The reason is that *they have then to fly with high power settings*, implying very high fuel consumption per NM and generating a lot of noise. In addition, they would barely cover any distance and would permanently be in a critical flying envelop, where engine failure can be fatal. Furthermore, no helicopters were stationed nearby, while the Harriers were operating from the eastern part of West Germany. For them, Ernage was obviously out of range.”

“Another important point is that AA mentions twice his estimation of the duration of the sighting. The first time, he declares that ‘this part of the observation took approximately *2 to 4 minutes*’. This relates to the initial part of his observation. The second time, he states that ‘the duration of the (whole) observation is estimated at *5 to 8 minutes*’. The initial investigator measured during his first reconstitution a total time of *10 minutes*. According to figure 20, the length of the trajectory followed by the UAP from the instant where AA discovered the lights at A until the object performed its manoeuvre at C is of the order of 2.3 km. At cruising speed, a helicopter would have travelled between 15 and 24 km during this period. In other words, the distances would not coincide with the timing. Even if the whole observation lasted only 5 minutes, the velocity of the UAP should have been less than 30 km/h. This means that the helicopter hypothesis is not realistic. Nevertheless, RL and his collaborators prefer to believe that AA simply saw the ‘*SAE-330 Puma of the BAF*’. Let’s examine this assumption.”

### 3. Contours, Lights and Sounds

Belgium bought 3 Pumas (SE-330C) in 1973. In 1989, they were still in the hands of the “Light Aviation” of the Belgian Army, but the operational flights were for the benefit of and funded by the Gendarmerie. They were stationed in *Brasschaat* near Antwerp, at 80 km from Gembloux. These Pumas had no infrared or laser equipment and were rarely used for night flights, since they had no sophisticated equipment for this purpose. This happened only for special missions of the gendarmerie or pilot training in the vicinity of Brasschaat. The gendarmerie took over these 3 Pumas in 1990.

When we have a closer look at the SAE-330 Puma helicopter (figure 21), we notice that its external features are significantly different from those of the UAP that the Colonel and his wife described. There is nothing that could be similar to *the striking protruding and pulsating red light*, underneath the large yellow panels. The mass and at least the contour of the helicopter should have been visible, especially in moon light. Although the SE-330 Puma has four windows on each side, they are *small, rectangular and not equally spaced*. The separations are not conform (figure 3a and 3b) and AA explicitly stated that “the panels were of *trapezoidal* form.” Moreover, we can deduce from profile draw-

ings and the known length of these helicopters that these windows have a length of about 35 cm. At 430 m, they would simply be similar to an ordinary light bulb (6 cm) seen at a distance of 75 meters. AA **would have seen spotlights**, instead of homogeneously illuminated panels and this only on condition that the cargo space was lit with sufficient intensity. Helicopters don't fly in the dark with an illuminated cockpit or cargo space.



Figure 21: The SAE-330 Puma.

This **would blind the pilots** and cause reflections in the windshield, which is extremely dangerous at low altitude. The pilots dim the instrument lights and the cargo lighting as much as possible. Could the cockpit be dark, while the cargo space was illuminated? No, since several mechanics and members of the personnel who knew the AE-330 Puma very well confirmed that the cabin was not separated from the cargo by a fixed partition. There was a curtain that was very rarely used because it was a hindrance to the flight engineer, positioned behind the pilots. Consequently, the cargo lights were only turned on to high intensity in case of extreme emergency.

The main propeller of the SE-330 Puma had 4 blades and was powered by two *Turbomeca* engines, each one of 1330 HP. Lateral control was maintained by a tail rotor. The system was known to be **very noisy**. The Gendarmerie had so many complaints in this regard, that it decided to replace the Pumas; first by *Alouete II* helicopters and later, by three *MD Explorer 900* (2 engines) and two *520 N* (1 engine). These MD helicopters are equipped with the NOTAR (no tail rotor) technology which reduces the noise to 60%. That was the main reason why they were selected. Members of the EuroUfoNet who observed rather silent helicopters did probably see this kind of technology, produced as from 1990. The Belgian Gendarmerie didn't use it before 1996. The Pumas, still used in 1989, were particularly noisy when hovering, landing or taking off. When flying a low speed, the measured sound level at 150 m was 85 to 90 dB, depending on wind direction. However, AA and his wife heard nothing, even when the object executed its manoeuvre at close distance.

#### 4. The Head Light and the Turning Manoeuvre



Figure 22: Landing lights of a SAE-330 Puma.

The head light of the SAE-330 Puma has only a diameter of approximately **25 cm** and a power of 250 Watts. However, the light that approached the witnesses was totally different from the head light of a Puma landing in darkness (figure 22). It was bigger, white and had a sharply defined boundary, instead of being surrounded by a halo. The Puma has red lateral position lights and a blinking anti-collision tail light, which produces reflections on the main and tail rotor blades. It should also be noted that the landing Puma in figure 22 has no illuminated windows and that its outlines are clearly visible.



AA stressed the fact that the approaching white light (figure 5) was “enormous” and surely larger than those of transport aircraft. Moreover, aircraft and helicopters don’t fly over the countryside with their landing lights on. This light is normally used for landing when the gear is down. It can be switched on in flight with the gear retracted but it is fixed on the gear and it beams downward, not forward. The Belgian Puma helicopter had no search light to be oriented, and neither white lights, forming a large triangle, nor great pulsating red light were present on its ventral side.

It should be reminded that Lt Col AA is a civil engineer and an experienced Army officer who was very familiar with helicopters. When he states that the red light was different from “the blinking red lights that are placed on normal aircraft”, *he knows what he is talking about*. The protruding, pulsating red light has been observed on three occasions: when AA saw the object from the side, when it turned away from him and when it departed from the scene. On all these occasions, his observations were consistent; he described the red pulsating light as unusual and unfamiliar.

The white head light had two times the diameter of the moon when approaching the witnesses. Since the diameter of the headlight of a Puma SE-330 is approximately 25 cm, it would have to be at a distance of 14 m to reach the same angular diameter of 1°. At this distance the Puma is extremely noisy and the witnesses would certainly have felt the propeller wash.

AA wrote in his letter to the Ministry of Defence that the manoeuvre was “*majestic, slow*”. Is it realistic to assume that a helicopter could perform a very tight turn at very low speed, while climbing at a very steep angle? Since AA could follow this motion from the inside of his car, the UAP must have been less than 30 degrees above the horizon. Consequently, since the three spotlights appeared in an equilateral triangular disposition (figure 6), the angle of bank of the UAP must have been **60 degrees or more**. From an aeronautical point of view, such a manoeuvre is very special. Helicopters, in particular combat helicopters, are capable of making a turn with considerable bank, but *only* when they have sufficient altitude and are flying at higher speeds. Such flight conditions allow the pilot to use both kinetic energy (speed) and potential energy (altitude) to perform the manoeuvre. A Puma flying at very low speed (13 km/h) would have to steeply dive for making a turn with 60 degrees of bank.

When hovering or flying *at very slow speed* (here approximately 13 km/h), a helicopter has to keep its main propeller practically in the horizontal plane, so that the lift vector is opposite to the gravity vector. A helicopter pilot will then simply use the rudder (tail rotor or NOTAR system) to make a turn. ***A banking manoeuvre is not necessary and would be extremely dangerous at slow speed and low altitude.*** The same principles apply to VSTOL aircraft, such as the Harrier. Dirigibles turn without taking any bank, while RPVs and ULMs have the same flight characteristics as aircraft. They can fly at relatively slow speeds, but are excluded for noise and general appearance. Other factors such as the great angular size of the head light. The separation between the white lights on the ventral side, the acrobatic banking manoeuvre and the extraordinary acceleration from very low to a very high speed ***exclude dirigibles, blimps, RPVs and ULMs.***

Although Lt Col Amond and his wife didn’t see the shape of the structure, the dispositions of the lights, turning performance and acceleration capacity were very similar to numerous other sightings during the Belgian UFO wave. The flying platforms had ***highly remarkable mechanical and aerodynamic properties***. There were cases<sup>2</sup> where they remained stationary at some very great inclination (as at Petit-Rechain) or even in a vertical position, with a simultaneous rotation around a vertical axis (as at Pont-de-Loup). These observations imply that the propulsion system of these objects allows them to ***develop a force that can be oriented to any direction with respect to the platform.***

Such platforms must have an unconventional propulsion system that can be vectored in any direction to compensate for gravity and other forces. More technical information on aerodynamic laws, turning performances and vectored propulsion is provided in appendix 3, but General De Brouwer concludes from his personal experience, professional expertise and consultation of other experts that “*at low altitude (about 20 m or even 3 m) and very low speed (about 13 km/h), medium size helicopters such as SE-330 Pumas cannot perform climbing turns with a considerable bank (60° or more), such as described by Lt Col ir Amond.*”

## 5. Summary and conclusions of the aeronautical analysis.

The following table presents an overview of different reasons that exclude various types of conventional hypotheses that might be proposed to explain the observations made at Ernage on December 11, 1989. A cross means exclusion. It is worth noting that the helicopter hypothesis is excluded for eight different reasons, which correspond to actually observed facts.

Hypothesis and reasons	Fixed wings	Stealth & AWACS	V/STOL	Helicopter	Dirigible & blimp	RPV ULM
No Flight plan	x	x	x	x	x	
No radar detection	x	x	x	x		x
Very low speed	x	x				
No noise	x	x	x	x		
Grand maneuver	x	x		x	x	x
Size				x	x	x
Different lights	x	x		x	x	x
Acceleration	x	x		x	x	x
Perception of witness	x	x	x	x	x	x

\*\*\*\*\*

*We will now analyze and discuss two more events, presented in RL’s report as possible helicopter cases. They show how sceptics create confusion by means of unverified and unrealistic assumptions.*

## Chapter IV: Other Presumed Helicopter Cases and Sceptics' Methods

### 1. PLANCENOIT, October 4, 1992

Lecler’s text was introduced (after his death) by a case that seemed to justify the helicopter hypothesis. **It concerns the observations made at PLANCENOIT, on October 4, 1992.** Let’s start with the facts. They were presented in Inforespace and VOB2, but these accounts<sup>14</sup> were themselves based on a 21 page report, including a 2 page letter of the principal witness. He wrote it already on October

9, 1992, to inform SOBEPS, and both witnesses were interviewed on February 3, 1993. We integrate all available information, but give priority to the initial letter of the principal witness (PC). Here are the facts, as they were reported.

On Sunday October 4, at about **18:45** local time, Mr. and Mrs. C are in their car on the N271, leading from LASNE to PLANCENOIT, near WATERLOO. They have passed MARANSART. The Sun has set, but it is still light and the sky has a beautiful colour. The Moon is visible as a crescent, but slightly veiled. The main witness (PC) is driving at 40-50 km/h and admires with his wife the beautiful scene. He also notices a plane, well identifiable, because of sharp outlines and clearly visible blinking position lights. Then, when he arrives at A on figure 24, his attention is caught by **a big luminous spot** in the sky, just in front of him. It is rather yellow, very brilliant and sharply defined. It has no apparent motion, but can't be a star, since it is far too big for that and stars are not yet visible.

PC asks himself if this could be an aircraft that is approaching along the axis of the street, but he doesn't see any position lights. Then he thinks "*I will see what it is, when I get closer.*" Thus, when he arrives at the point B, he decides not to follow his usual route on his right side. He continues straight ahead and tells his wife, who had been looking elsewhere, why he does this.

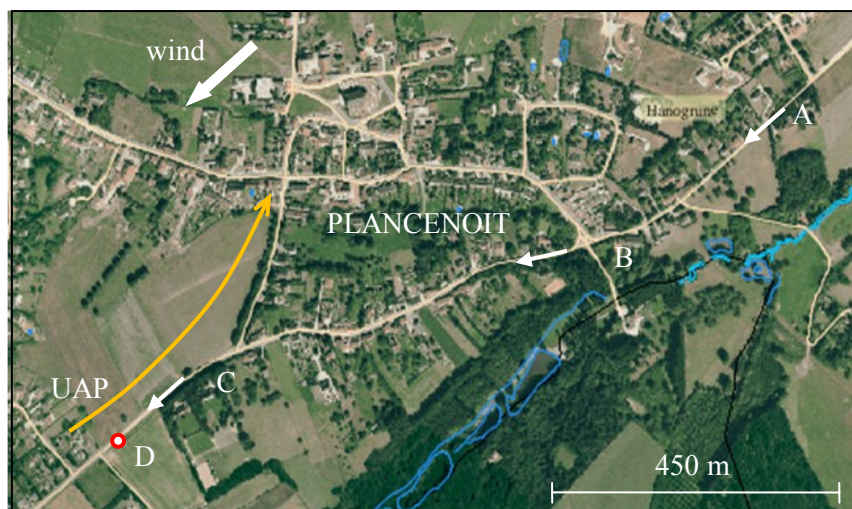


Figure 24: Observation site at Plancenoit near Waterloo.

If it was an aircraft, it had to fly at low altitude, since now they can't see it anymore from the mounting street. When they arrive at the top of the hill, it reappears as **a very brilliant and sharply defined light**, but it is now seen from the side. The light belongs to a larger, elongated structure. PC writes: "at first sight, I thought it was a plane. It had the same general form, and with some imagination *one might guess* the presence of a tail and wing-flaps, but **the form was fuzzy** and rather gray".

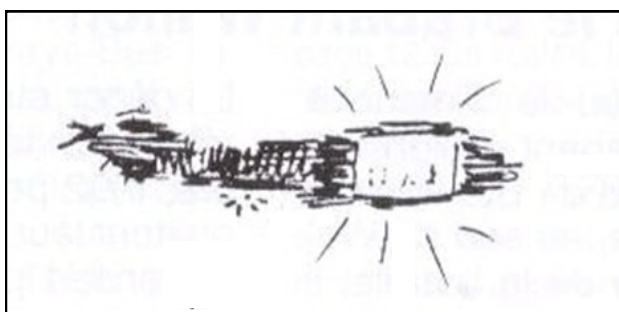


Figure 25: Drawing of the fuzzy flying object.

PC, who is a painter, made a drawing (figure 25). It can suggest that he and his wife simply saw a helicopter, but Mrs. C compared the structure to the arm of a crane. According to PC's letter, "the object was flying at our right, parallel to the street where we were on. The **slowness of its motion** did immediately strike me. Its size is significant, but I can't evaluate the distance". PC is also intrigued by the appearance of the flying object.

His wife asks him to **stop the car**. They are now at D (figure 24) and trying to find out what it could be. She opens the window, but they **don't hear any sound**. PC is astonished by the fact that "the

light is coming from a large bay-window that occupies the largest part of the side of the body of this object. ***This light is yellow and vivid.***” He adds in his letter: “I tried to distinguish position lights, but I saw nothing that could resemble the classical position lights of a plane. I vaguely saw ***a weak, slowly blinking red light*** under the machine.”

After about 30 seconds, the object disappears behind trees and houses. PC doesn't follow it, since they are expected at the home of friends. The whole observation (from A to the departure of the object, observed at D) lasted about 3 minutes. PC notes that while driving to Waterloo, “we had the opportunity to compare what we saw with every day's banalities. The planes were moving at a higher velocity. Their outlines were sharp and the position lights were clearly defined.” One again, this is not the behaviour of fantasy prone personalities, such as postulated by some sceptics to “explain” the Belgian wave. It is the rational procedure of people who are self-critical and eager to verify their observation.

The interview of both witnesses, conducted by Claire HAUZEUR, disclosed additional information. The apparent size of the *initially* seen light was comparable to the full moon: ***0.5°***. When he saw the light again, PC slowed down and inclined his body towards the right window to catch every detail. His wife was also observing the object now, but for their safety, she asked to stop at the side of the road and lowered her window. The object was slowly moving at an angular elevation of about 30°. The ***angular length*** of the object is now 7 - 10 cm at arm's length, or ***5 to 8°***. The large luminous “bay-window” is a rectangle with a curved lower boundary.

PC is not only painter. He studied biology and is thus accustomed to careful observations. When Mrs. Hauzeur asks him, if he could draw the outlines more clearly than he did in his letter for SOBEPS, he says no, he couldn't, since only the “bay-window” was sharply defined. The contours were not clearly recognizable, ***as if surrounded by some kind of mist***. Both witnesses are unanimous in this regard, which reminds us of the unanimity of Mr. and Mrs. Amond in regard to the Ernage case.

Mrs. C is slightly short-sighted and didn't wear her spectacles, but she saw very well what she described as a “hole” in a greyish and not sharply outlined structure. To avoid misunderstandings, we repeat that the outlines of the normal planes that they had seen were not blurred by some hypothetical local mist. PC tried to suggest in his drawing that he had the impression that he could perceive a “presence”. He confides to the investigator that he felt at first somewhat ***uneasy or even anxious***. The point is that he had now abandoned the idea of a conventional aircraft. Being an artist, he had previously been preoccupied in his dreams by the UFO phenomenon and eventual visits of aliens. He felt then reassured: ***“it's only that”***. He didn't even turn back to continue his observations, although that would have been possible. They were expected by friends, but later on, he regretted that he did not follow this flying object. It continued to move very slowly on a curved path, until it disappeared behind houses. The trajectory of figure 24 corresponds to the drawing of PC.



Figure 26: The US “Black Hawk” transport helicopter.

Wim VAN UTRECHT (WvU) did introduce Lecllet's text, by comparing the drawing 25 with pictures of the ***Black Hawk helicopter***. Its form is roughly similar, but closer inspection reveals significant differences. The door (added frame in figure 26) doesn't have the same shape and relative size. The general outline and the rotor blades are clearly visible.

At dusk, the obligatory position lights would also be perceptible. If the UAP had been this type of helicopter, its length would be close to 20 m (actually 19.76 m). An apparent length of 5 to 8° would thus imply **a distance between 230 and 140 m**. Nevertheless, WvU seems to believe that it is possible that the witnesses didn't hear any noise coming from the assumed transport helicopter. It is very noisy when flying at low altitude and low velocity, since it has two TE-700 GE turbines, each one of 1580 HP. WvU tries to explain that the witnesses didn't hear any sound (p.2): "Every one of us has had the opportunity, during his life, to realize that *a weak wind blowing in the opposite direction* is sometimes enough for weakening or even masking completely a loud noise. Now, on that day, there was **a violent wind**, clearly specified at the very beginning of the (SOBEPS) report".

We consulted the data sheets of the RMI in Uccle. The prevision for October 4, 1992 was: "Sunny but windy weather... Moderate or rather strong wind, but very strong at the coast from the NE." The wind was also blowing from the NE at Uccle (only about 18 km from Plancenoit), as well in the evening than in the morning of October 4. This is precisely **the opposite** of WvU's expectations. Figure 24 shows even that the UAP passed at less than 100 m from the witnesses when their car was parked at D with an open window. The actual direction of the wind would have been favourable to **better noise propagation in the direction of the witnesses**.

It should be noted that WvU accuses SOBEPS<sup>11</sup> (p.2-3), since "*without the least hesitation*, the investigator and the editors built a beautiful UFO case. We however have only to look at the picture [figure 25] with some hindsight to realize that it obviously represents a helicopter." The whole text of RL aims at showing that the observations of the Belgian wave could be explained in a conventional way. LECLET proclaims (p.1): "*I shall show that most of them probably are only mistakes generated by military helicopters*." WvU adds (p.2): "This happens since SOBEPS people are deeply convinced, from the beginning, that they are faced with UFOs and because they examine and process the facts one-sidedly." He thinks that this "*witness probably saw a Black Hawk helicopter*" (p.3).

Indeed, this American Utility Tactical Transport Aircraft System (UTTAS) UH-60 has a very large door to jump rapidly to the ground, but why would this door be open in flight? Why should the cargo room be brightly illuminated? Why was the UH-60 not carrying any position lights? Why did PC draw a proportionately greater door, having a different shape? Why did he not even perceive the regular anti-collision and position lights? Why should such an American helicopter be flying at very low altitude at Plancenoit on a curved path? Why should it fly so slowly, with increased gasoline consumption? All these questions have not been answered and were not even raised, but WvU tried to explain why a great US military helicopter might have been present. His attempt merits further examination, since it sheds light on the basic methodological issue.

In a Flemish journal, WvU found the following article: "End of September - beginning October 1992, **important military manoeuvres** took place in the Belgian Ardennes. It was a joint German, Belgian, British and French operation called *Autumn Leave*. It required the deployment of 6000 men and *a multinational airborne division using big helicopters for quickly carrying units from one place to another*." We verified, of course. Another newspaper<sup>15</sup> also announced that manoeuvres would take place **from September 17 to October 2**, but besides Belgian troops, there would only be 400 English, 80 French and 500 German soldiers. That's very modest for an 'important military manoeuvre'. Colonel AMOND had the best possible contacts for further verification.

We obtained access to the whole dossier (figure 27). The essential point is that it was only a **CPX** (Commando Post Exercise). Such a CPX exercise only involves "the commander, his staff and com-

munications within and between participating headquarters.” In contrast to an *FTX* (Field Training Exercise), *it involves no troops and no heavy material*. In other words, it is a *manoeuvre on paper*, a simulation, although it requires a sufficiently large area, at the level of the Headquarter of the 1 BE Army Corps. This area is graphically defined in figure 27. Plancenoi and Elsenborn were not included. The only foreign participation was in the form of response cells representing Command Posts of the 24 (UK) Amob Bde and the 32 (GE) PzGrBde (Panzergrenadierbrigade).

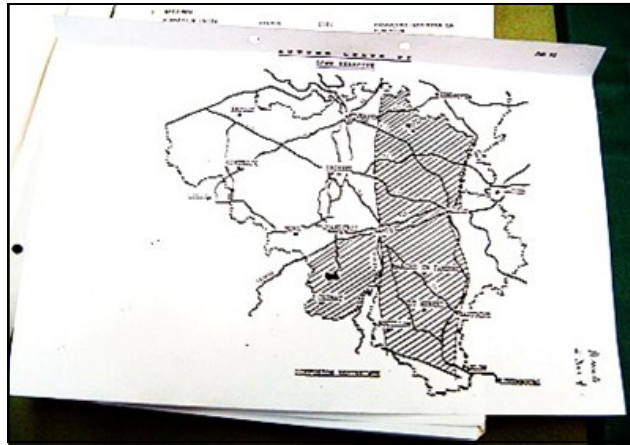


Figure 27: Region covered by the CPX

No deployment of troops, no Americans and no US Black Hawk Helicopters! The exercise finished on October 2. After this CPX, on October 4, 1992, there surely was no international manoeuvre in Elsenborn, since this camp has other functions and couldn't accommodate an international manoeuvre.

## 2. EUPEN, November 29, 1989

*The case, discussed under paragraph 6 in RL's paper concerns the observations near EUPEN on November 29, 1989.* For that day, a total of 143 independent reports have been collected (see VOB2, illustrations). 70 of them were investigated. Even today, there are still people who are willing to provide additional testimonies. In most cases, witnesses saw an immobile or slowly moving triangular platform, equipped with very large spotlights at the 3 corners and with a pulsating red light in the middle. Some witnesses, when they first saw the phenomenon, thought that they were dealing with a helicopter. This is a natural reaction; it is normal that people first revert to something they know as opposed to a mysterious craft. However, after observing these phenomena more thoroughly, they came to the conclusion that they were not seeing helicopters or any other known aerial vehicle; they were simply astonished by what they were seeing.

Nevertheless, by means of an amalgam of secondary, rumour like and sometimes false stories, RL and his collaborators associate most of these observations with helicopters of different types, without interviewing witnesses or taking all aspects of their reports into account. The observations of the gendarmes Hubert von MONTIGNY and Heinrich NICOLL were investigated and described by AM and the result of a very extensive complementary investigation is available on Internet<sup>15</sup>. It contains the literal transcription of a detailed interview of the gendarmes and the account of a long lasting discussion with Belgian sceptics. Actually, it is sufficient to look at *figure 1* of AM's article, to become aware of the basic problem: LECLET's suggestion that the gendarmes must have seen a helicopter results from *not respecting the observed facts*. The colour slide of a UAP, taken at PETIT-RECHAIN (near Verviers) in April 1990, shows an object that had the same shape and disposition of lights as this triangular platform. This photograph was subjected to intense scrutiny by highly qualified experts and scientist<sup>12</sup>, but it was totally neglected in RL's paper.

Did the people around Eupen and Verviers live in full isolation of civilization? Had they ever seen helicopters before? Did the Armed Forces – having helicopters themselves - ever consider the helicopters option? Not according to RL and his collaborators. According to them, during the evening of November 29, the area of Eupen was invaded by silent helicopters of different nationalities and origin

and all Belgian authorities, including the military didn't know anything about it. The first conclusion is that, Renaud LECLET took a very dim view of the intellect of the witnesses and the proficiency of the authorities concerned.

The reality is different. Such as explained in Chapter III, paragraph 1, the military and civil aviation authorities *must* be informed of all aerial activities in night flying and they have excellent capabilities to discover and track these activities. The military capabilities are integrated into the NATO air defence system and there is no way that individual nations which are linked into this system, can hide information from each other. It may be a problem indeed to detect very slow moving helicopters, but these are easily detectable at their normal cruising speed. Also, if necessary, ground radars can be tuned to detect targets flying at very slow speeds. In addition, aerial vehicles fly from A to B and back to A. They can be tracked in a logical way. When flying at 20 km/h, the radius of action of a helicopter would be limited to 20 or 30 km, depending on the type. Why would they be doing this; consuming high quantities of fuel for performing a task at 20-30 km from their place of departure while the same job could be done by a truck or a van in a shorter timeframe? Why would helicopters fly continuously at such slow speeds which would keep them permanently in a dangerous operating envelope? Does this make any sense? May we invite RL's collaborators to consult with helicopter managers and pilots before putting such assumptions on paper?

It is also suggested in RL's document that the military authorities wanted to hide these activities. In reality, it was just the opposite: the Air Force would have been more than happy to confirm helicopter or any other aerial activities to explain the phenomenon. It would have saved them a lot of trouble and they wouldn't have been obliged to send F 16s in the air at 3 occasions in an attempt to identify Unidentified Aerial Phenomena.

Such as mentioned in the introduction of this study, it would be too tedious to discuss all the assumptions which are discussed in RL's paper – the vast majority of these assumptions can be easily refuted – but let's concentrate on a few obvious cases related to the November 29 events.

Page 12: *“At 5.20 p.m., on the N68 road, Hubert von MONTIGNY and Heinrich NICOLL were in their patrol vehicle near KETTENIS, when they were surprised to see a craft with three lights... Let us notice that several vehicles overtook the gendarmes and that the noise they made would already have been enough to mask that of a helicopter”*. It is important to note that the N68 is not a highway and that the traffic is not continuous. The noise of a medium size helicopter at a distance of 150 meters is 85 db. It is impossible that a few passing cars would have masked the noise of such helicopter. Also, there is not one single type of helicopter which has the shape and the lights as described by the gendarmes<sup>15</sup>. The illustrations of helicopter spotlights in RL's document are computer generated.

In the next paragraph, the helicopter option changes into a motorized hang glider! A hang glider with three enormous lights exceeding a capacity of 140,000 Watts! No doubt that this was a new design, which today, 20 years later, is not on the market yet.

A few paragraphs further on, we read: *“It therefore seems that we have here an exaggeration in a testimony given a long time after the facts, which is rather frequent”*. One of the two gendarmes gave his testimony at a press conference in Brussels on December 18, 1989. His statement was in line with his first report and that of his colleague and he clearly mentioned the three very strong lights. Is 3 weeks after the observation considered as a long time after the facts”?

RL even found out that the exercise area of ELSENBORN was surrounded by four different areas. Very good, but he forgets to mention that these areas were controlled by... ELSENBORN. He suggests that military people in ELSENBORN would not have known about a manoeuvre in Area 4. It is worth noting that the Camp of Elsenborn is at a distance of only 12 km in straight line from the town of EUPEN. Were they that stupid in ELSENBORN that they wouldn't have known about a military exercise on their doorsteps? In addition, none of the Belgian authorities knew about it. This all was discovered many years later by so-called researchers, sitting behind their computer and surfing on the internet, even without consulting the people concerned. Is there any logic in this approach?

RL claimed that during the last part of their observations, Hubert von MONTIGNY and Heinrich NICOLL simply saw *Venus*. In his studies, AM provides scientific evidence that this planet did not appear and stay at the position where the gendarmes saw the UAP during approximately one hour<sup>15</sup>. Moreover, he provided evidence that it is not possible to explain the observed effects by means of natural atmospheric processes.

Then we read on page 14: "*Dieter PLUMMANS says to have distinctly seen a red ball leaving the triangular craft and going down before rushing horizontally at a right angle*". It is suggested that it was merely a rather faithful description of *a flare dropped from a helicopter*. We can only advise the authors of this report to consult with people who know more about flares. We assume that they talk about *infrared countermeasure flares*, since illumination flares would light up the area. Normally, these countermeasure flares are fired sideways. The *burning time is 3.5 to 5 seconds* at very high temperature to attract and decoy heat-seeking weapons homing in on the aircraft. This burning time has to be limited because the flares could inflict fire on the ground. The flares have no sustaining propulsion system i.e. once burned out, they fall to the surface. When helicopters or propeller aircraft fire such flares, the initial pattern may be influenced by the propeller wash, but this is only a matter of 1 to 2 seconds. Has anybody ever seen such a flare descending vertically and making a 90° turn into the horizontal plane? No, because it is technically impossible!

Page 14, second paragraph: "*Mr. D... declared that the craft had strongly impressed him. What he saw was massive and powerful. The American or German Sikorsky CH-53 Super Stallion is very massive.*". This was a CH-53; what is next? Next is a *Super Puma & Cougar* (same paragraph), which is somewhat different from the CH 53. What is next? Next is an *ambulance helicopter*, which is certainly not a CH 53 or Puma! It is rather surprising that so many people in EUPEN would have confused their observation with an ambulance helicopter. An ambulance helicopter orbiting during more than 30 minutes over the town? This was certainly not an urgent case that required the intervention of an helicopter. EUPEN is a small town and people talked about their experience. Did anybody see an ambulance helicopter that evening? No. Did the people in EUPEN ever see an ambulance helicopter before? Did they ever have such an experience before? No. Did it ever happen again? No.

Next is a *CH 47 Chinook* (page 15). It should be noted that the witness was an *aeronautical construction engineer* who had been very surprised by the bright lights and the size of the UAP (larger than the width of the highway). The observation occurred in the vicinity of the airport of LIEGE BIERSET. The witness was so surprised that, once back at home, he phoned the airport. The controller assured him that no such craft had landed at the airfield, but according to RL, who was much less qualified than the witness, he didn't ask the right question. Next are (US) *Bell helicopters* (page 22), accompanying one F 117 Stealth! It was to be expected that the Stealth would come into the game! Knowing that the maximum speed of any type of Bell helicopter is lower than the minimum speed of the Stealth, it is totally absurd to make such assumption!



Next is the **AWACS**; this must have been the culprit. Page 14, last paragraph: “*Later on, around 7.20 p.m., two other gendarmes, Peter NICOLL and Dieter PLUMMANS, saw a craft that they took for the AWACS*”. None of these two gendarmes were talking of an AWACS. Peter NICOLL initially thought that he saw a dirigible. Page 14, last paragraph: “*The AWACS plane is used as cover for fighters, bombers and... helicopters during manoeuvres or in war time. AWACS generally guides the other craft towards targets like sites to be bombed or enemy planes.*”

The Belgian Air Force repeatedly stated that the sightings of 29 November could not be related to air traffic over the relevant area. First of all, AWACS is not the correct acronym for the NATO E 3A fleet, which is stationed in GEILENKIRCHEN, Germany. The **E 3A** is basically the same aircraft as the Boeing 707, but with an air/air search antenna on top of the fuselage. This antenna is lit during training missions which distinguishes it from normal passengers or transport aircraft. It flies like any normal fixed wing aircraft and needs *speed* to stay in air (a minimum of 320 km/h). Practically all witnesses of the November 29 sightings saw a craft hovering or flying at **very slow speed** which could possibly have been an E 3A.

Initially, the E 3A function was called NAEW (NATO Airborne Early Warning). At a later stage it became **NAEW & C**. The C stands for Control, but this function was still under discussion in 1989. The Control function was to guide friendly fighters to intercept enemy aircraft. *The NAEW had no function to guide offensive aircraft or... helicopters to their target*, simply because the radar had no ground mapping option that was designed for that purpose. Only the US Air Force has aircraft (E 8) which have the Joint Surveillance and Target Attack Radar System (JSTARS). These aircraft have the air/ground radar in a pod underneath the fuselage but they are only used for supporting US operations. The JSTARS E 8 aircraft were used in Gulf War One and were not deployed in Western Europe.

When NAEW & C or JSTAR aircraft are operating, they are flying at approximately 30,000 Feet, *NOT at low altitude*, because this would reduce their detection range and make them vulnerable to enemy ground fire. The E 3A aircraft didn't have any function in Belgium; the only missions were training flights for pilots to learn how to handle and land the aircraft. Normally, the *Trainer Cargo Aircraft* (TCA) version was used for this purpose, but since the unit in GEILENKIRCHEN had only one TCA, the normal E 3A was also employed for pilots' training. These aircraft used often the airfields of Charleroi and Liège-Bierset for training, mainly because these were equipped with the Instrument Landing System (ILS), a system that was not available at other Belgian military airfields. Also, several instructor pilots were Belgian and they were familiar with the environment. The NAEW aircraft which were often seen in the region of LIEGE and CHARLEROI were making training circuits under control of the air traffic directors at these airfields.

The authors of RL's report expressed also another idea: “*It would be interesting to know whether the Geilenkirchen base staff warns BAF about each flight of its AWACS above Belgium...*” The answer is straight forward: such as any other aircraft, the TCA or E 3A's have to file a flight plan to enter into Belgian airspace. Also, the air defence and civil aviation radars would pick them up as soon as they go airborne and cross the border, and, on top of that, Belgian crews were fully integrated into the system. These would have been sacked immediately if conducting unauthorized flights.

The authors add: “*There is a great confusion on this subject*”. Why is there such a great confusion on this E 3A topic? Simply because the sceptics promulgate wrong information.

When reading the RL paper on the 29 November sightings, we discovered multiple types of **silent** helicopters, belonging to different nationalities: the Germans with CH 53, the Dutch with Puma, The

French with Super Frelon, the Americans with CH 47 Chinook, Black Hawks and Bell, ambulance helicopters. Some of these would have been firing flares. Even *a motorized hang glider* could have been operating! This all was complemented by the NAEW and F 117. Can one imagine the heavy air traffic in the Eupen area during the evening of November 29, 1989, and this all at low altitude at night without any air traffic control system and without authorization and the knowledge of the Belgians? Even more, besides the military airfields of Liege Bierset and Beauvechain, the grass strips of Spa and Jalhay (military) would have been active (sic) but ... without knowledge of the military!

RL's document is full of contradiction, not only on the origin of the sightings, but also on the authority of NATO, the relationship between NATO partners and the attitude of the Belgian Military Authorities. At one place, the authorities knew, but they didn't declare it. At another place, it was NATO conducting exercises without informing the innocent Belgians (even while using their airfields). At another place, it were the Americans doing tests in preparation of Gulf War One, and finally the fall of the Berlin Wall would have caused agitation in NATO etc, etc. *An amalgamation of absurd arguments*. The reader can choose any option, since RL and his collaborators consider that they don't have to prove any of their arguments.

### 3. Sceptics' Methods

The above cases prove - in an exemplary way - that those who are attacking other persons, by accusing them to *believe without verification*, act themselves exactly in the way they detest so much. They neglect several aspects of individual testimonies, don't speak to the witnesses, disregard official declarations and draw conclusions based on unrealistic assumptions. The major part of RL's paper is based on pure fantasy. Helicopters that were flown into Belgium from all over the world, flying in formation with F 117 Stealth, operating below 20 km/h and remaining, in most cases, totally silent is a scenario that even Ian Fleming wouldn't have thought of for a James Bond novel. The fact that a ground inversion layer (RL's paper, page 18) would have masked the noise will come as a big surprise to those who live in the vicinity of major airports. After so many years of complaints they didn't even know that, some days, thanks to a ground inversion layer, they are not supposed to hear the air traffic.

Is it the deliberate intention of sceptics to mislead people or is it innocence? In our view it's a combination of both. Sceptics are desperate to find an explanation for bizarre and unexplainable aerial phenomena and in their attempt to prove their theory that we are dealing with conventional technology, they inject unverified and even false background information. Here are some examples:

Page 18, third paragraph. Talking about colonel (not lieutenant colonel) De Brouwer, it is asserted that "*he acknowledges in an interview, he could not obtain information from NATO neither during nor after the wave*". This is a (deliberate?) misinterpretation of De Brouwer's statement that "there were no formal contacts between NATO and Belgium on UFO issues". The interpretation in RL's paper is absurd. Belgium has two permanent delegations in NATO and a few hundred Belgian officers and NCOs (Non Commissioned Officers) are fully integrated into NATO headquarters and staffs. The head of NATO's Plans & Policy Division was a Belgian Major General. The second in command of the Air Defence Sector 2 in UEDEM, Germany, was a Belgian Colonel. This Sector covers Belgium, the Netherlands and a major part of Northern Germany. It is an important link of NADGE (NATO Air Defence Ground Environment). Belgium was talking and still *talks to NATO on a permanent basis, every single minute of the day*, and was fully informed and involved in military air activities and exercises, which took place in Central Europe.

Same paragraph: “... *the Defence Minister Guy Coëme ... in September 1990, forbade foreign aircraft to fly at an altitude of less than 150 meters above the Ardennes area, Belgian pilots remaining allowed to go down to 80 meters. This decision is officially made to prevent German pilots from coming over Belgium for training.*” The decision to raise the minimum altitude from 250 to 500 feet in the “Low Level Flying Area” - Eupen and Verviers are not in this area - was based on **numerous noise complaints by the inhabitants**. This decision reduced the noise level by almost 50 %. German pilots, such as other NATO partners, were allowed to use this area<sup>16</sup>, on condition that they received proper authorization and didn't fly lower than 500 feet. The Minister's decision was not related to UAPs which... barely made any noise at all.

Next paragraph: “*To make a penetration test in an assumed enemy territory ...*” This would be rather difficult. At a speed of 20 km/h the penetration would be a local excursion.

At the bottom of page 18 “*that military helicopters often used special noise reducing devices*”. Reference is made to a website that links to ear protection systems. It's not the noise that is reduced; it's the effect of the noise.

There are many other examples of disinformation such as claiming that the wind was preventing the witnesses from hearing the sound while, in reality, in the Ernage and Plancenoit cases, the wind direction was favourable to propagate the sound in the direction of the witnesses. Furthermore, computer images were generated based on invented configurations without verifying the real configuration of the helicopters which were operating at that time.

Based on their artificially constructed platform, sceptics saturate readers by injecting multiple, imaginary and sometimes contradictory assumptions and hope that these readers will conclude that there are reasons to mistrust the declarations of the authorities and the testimonies of the witnesses. Many of these witnesses feel betrayed, since they spontaneously reported their experience which, for them, was totally aberrant. Today, 20 years after the event, they are still hounded by doubtfully qualified sceptics who are broadcasting all over the world that they simply saw helicopters.

The problem is that a significant part of the population is prepared to accept the arguments of the sceptics. Indeed, it is an important mental step to admit that events are happening in our airspace which remain unexplained. For them, it is easier to believe superficial assumptions than worrying about unexplainable events. Apparently, this seems to be the problem with the sceptics; they are paranoid about the fact that many observations are unexplainable by means of existing technology.

Renaud LECLET and his collaborators overlook the fact that the Belgian Air Force and SOBEPs had enough arguments to conclude that the flying objects of the Belgian wave couldn't be helicopters or some other conventional aircraft. They judge the SOBEPs efforts as “insufficient”, but forget that it was an amateur organization that had to rely on volunteers. Taking this into consideration, SOBEPs did a marvellous job. They conducted over 600 inquiries and compiled 20,000 pages of witness reports. Of course, mistakes were made, such as the drawing of the UAP track in the Ernage case. But who can blame them; it was merely impossible to conduct more than 600 full-fledged investigations with their limited human resources.

Nevertheless, the authors of the present study fully accept and support a critical approach in the analysis of UAP testimonies. This, of course, on condition that the analysis is objective and based on **real facts and data** and not on imaginary and unrealistic assumptions. Thus, it seemed useful to re-

spond to the challenge of the sceptics to help them and others to realize that the real problem is more serious and profound than they perceived, so far. Their methods and strategy strongly contribute to the difficult process of recognizing the basic problem and investigating it in a normal rational way. Scientists are dissuaded to become involved in this topic and even the witnesses shy away from reporting what they saw.

This constitutes already a scientific problem. *Socio-psychologists, as well as philosophers and historians of science* should try to unravel the underlying motivations. They are related to the fact that some individuals and human groups tend to strongly resist changes of their basic ideas. Galileo was not simply condemned for religious reasons. The dominant ideas at that time were those of Aristotelian physics, where the centre of the Earth was assumed to be the centre of the Universe, which seemed to be a finite, spherical one. That was assumed to be the only possible theory. Newton, Einstein and many others, who introduced fundamental changes in our way to view reality, encountered great difficulties, but resistance to changes of paradigm is only justified up to a certain point.

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*The following paragraphs summarize our findings and draw conclusions out of this study.*

## Summary and Conclusions

### 1. Summary

The most important elements of the testimony of Lt Col André AMOND have been reported in his *letter to the Ministry of Defence (MOD)*. This letter states that, together with his wife, they spotted and observed an Unidentified Aerial Phenomenon (UAP) while driving during the evening of December 11, 1989, on a country road in ERNAGE, near the town of GEMBLoux in Belgium. The characteristics of this UAP were so unusual that it incited them to stop and observe its movements and behaviour while standing outside, next to their car. At a certain moment, the UAP turned into their direction and came so close that it frightened them made them decide to return into the car to leave the scene. When they were back in the car, the flying object turned sharply to the left, accelerated and darted away at very high speed. In his letter to the MOD, Lt Col André AMOND *reported a number of very special characteristics*:

- At the initial observation point, he saw three to four unusual trapezoidal “luminous panels”, with underneath a pulsating red light that was totally different from the blinking red lights of normal aircraft.
- Then he observed a steady and very slow movement of the light panels. The witnesses overtook them when driving at 50-60 km/h.
- When they observed the flying object, while standing outside the car, it suddenly approaches in a descending motion. They see then only an enormous white headlight that is larger than the light of big transport aircraft.
- The craft comes nearer, without any engine noise. This creates apprehension and fear, since it seems to be an aggressive behaviour.

- Mrs. Amond asks to leave the place, but the Colonel sees that the object is making a sharp 180° turn to its left. Moreover, it is climbing, so that its underside is visible with three large white lights in triangular disposition and a pulsating red light in the middle. The white lights form an equilateral triangle and are separated by an estimated distance of 10 meters.
- The manoeuvre is majestic and slow, but after the very narrow turn and rising motion, the object accelerates and darts away at great velocity towards the SSW.
- The lights were always moving as if they were supported by a rigid structure, but the Colonel is very astonished that its surface “was not visible”. It didn’t reflect the light of the full moon.

During an interview a few weeks later, Lt Col AMOND added that the size of the white headlight that approached them was twice the size of the moon. It was then lower than the trees in the background and the intensity of the light increased. The whole observation lasted about 10 minutes. It was clear for the Colonel, that *this was not an AWACS, ULM, helicopter or hologram*.

It took until spring 2008 before a discussion started on EuroUfonet on the possible reasons for AMOND’s observation. This discussion was based on Renaud LECLET’s assumption, supported by a number of sceptics, that the UAP was a *“Puma” helicopter*. They backed their theory with computer generated images. Incited by their statements, the authors of this study decided to revisit ERNAGE and to undertake *a detailed analysis*. Besides the two witnesses, they also interviewed Mrs. MARITS, who lives in ERNAGE and had reported a similar observation. The interview revealed that she had most likely seen the same UAP, a few minutes before Mr. and Mrs. AMOND. She described her sighting as three yellow/white lights in a triangular disposition with a pulsating red light in the middle, but she was too frightened to stay in place to follow the further possible behaviour of the UAP.

The authors conducted a rational analysis, based on a careful gathering of observed facts, as well as field investigations and the acquisition of all the necessary maps and photographs to reconstruct the events as they occurred 1989. One of the first conclusions of the investigators was that the drawing of the trajectory published in VOB 1, page 92, figure 2.21 was incorrect. The track followed by the UAP was much closer to the witnesses than depicted in this book. It was established by means of a purely logical analysis, using all the available data (figure 20).

The most probable numerical values of the speed, size and height of the UAP could be determined by solving a set of equations, relating previously unknown parameters to known ones. They were mainly determined by angular and distance measurements, with some additional numerical estimations, made by the principal witness. They were written down shortly after the events, or established more recently, by means of different complementary procedures.

When first spotted, the UAP was about 430 m from the witnesses. It passed at a distance of 20 meters and a height of 20 meters behind the poplars at the rear of the SART ERNAGE farm. By triangulation, it could be established that the object was flying there at a speed of about 13 km/h. The distance of closest approach, when the UAP was executing its climbing manoeuvre is not exactly known, but is very probably close to 100 meters, which implies that the object descended to a height of about 3 meters before it turned away. The length of the ensemble of luminous panels was estimated at 12 meters, while the diameter of the front light during its approach was approximately 1.7 meters.

**The aeronautical analysis** revealed that the UAP could impossibly be confused with a helicopter or any other conventional aerial vehicle. The most important elements which led to this very important conclusion were:

- No detection on surveillance radars, no authorization, no military exercises.
- No evidence at all for ambulance helicopters.
- Very slow speed and absence of noise.
- Unusual lights and no position or navigation lights.
- The carrying mass was not visible to the witnesses.
- Very high manoeuvrability at very slow speed and exceptional acceleration capacity.

Additional inquiry involving former Puma pilots of the Belgian armed forces revealed that *the Belgian Puma helicopters were not active that evening* and that the computer generated images in LE-CLET's report were unrealistic and based on incorrect assumptions.

This report was introduced with another observation that, according the co-authors should also be associated with a helicopter, this time a "Black Hawk" of the US Army. This sighting made by Mr. and Mrs C at PLANCENOIT, near WATERLOO, occurred during the evening of **October 4, 1992 in twilight conditions**. They saw a very brilliant and sharply defined light that belonged to a larger, elongated, rather fuzzy structure. The light moved very slowly and the witnesses didn't hear any noise. Mr. C made a drawing of this structure which was difficult to define. His drawing resembled a helicopter, but he was sure that this was not the case, because he couldn't see any rotors and didn't hear any sound. Mrs. C thought that the form of the structure looked like a crane. Both witnesses were astonished by the brightness and sharpness of the light as opposed to the fussiness of the structure, especially somewhat later, when they saw very clearly the outlines of normal aircraft in the approach of Brussels airport.

So-called sceptics associate this sighting with a Black Hawk helicopter because it has a wide cargo door, but their assumption is contradicted by a number of arguments. They also refer to a NATO exercise that took place in the same timeframe. However, further investigation revealed that this exercise was a Command Post Exercise (CPX), which involves headquarters, but no deployment of troops. A CPX is an exercise on paper. Furthermore, PLANCENOIT was not in the simulated exercise area, the US Armed Forces were not involved in the exercise and no Black Hawk helicopters were deployed.

The last case in the LECLET Report discusses the observations of 29 November 1989 in the vicinity of EUPEN. Out of the 143 reported observations, 70 were investigated and the vast majority remains totally unexplainable. Most of the witnesses reported to have seen a triangular shaped object with large spotlights at the corners and a pulsating red light in the middle. The objects were capable of remaining immobile or moving slowly without making any significant noise. RL pretends that most observations could have been caused by up to six types of helicopters, operated by four different nations. These would have been complemented, possibly by motorized hang glider, one F 117 and, eventually, the NATO NAEW. All these activities would have occurred during the evening of November 29, without the authorization of the Belgian authorities who didn't even observe any of these flights on their nearby early warning radars.

It was re-iterated that NATO is not a supranational body and cannot decide on any activities without prior approval of the member states concerned. All air activities albeit from NATO, its members or other nations have to be authorized by the national authorities of those countries which manage the

relevant airspace. In addition, NATO headquarters consists of fully integrated structures which are staffed by officers and NCOs of member states; no activities can be planned without involvement of this international staff.

Another assumption in RL's Report was that the Belgian military would have known about the activities of November 29, but concealed them for unknown reasons. At a later stage, the same authorities would set-up procedures, have meetings with the different departments who were in charge of airspace management and security and send F 16 fighter aircraft in the air for identifying the UAP. Would they do that, while knowing what it was all about?

These assumptions are based on imaginary, totally unrealistic scenarios made up by unqualified sceptics. Declarations of witnesses and statements of authorities are disregarded, modified or misinterpreted in such a way that they bolster their assumptions. They omit to mention one assumption and that is that the authorities and also SOBEPS were right; the phenomenon could not be identified and the performances could not be linked to existing technology. Even today, 20 years after the events, the technology to perform as demonstrated by these UAP is not yet available.

Three witnesses saw sharply outlined lights, but not the supporting mass. Although there had to be a flying object, the light of the full moon was not reflected by its surface. Even its outlines were not detected by contrast with scattered skylight. This is also incompatible with the helicopter hypothesis and *calls for more profound scientific explanations*. Some well-observed but highly remarkable mechanical capabilities of the flying object indicate that its propulsion system is different from the usual aerodynamic ones. Should we simply deny such a possibility or try to understand what happened?

## 2. Conclusions

The UAPs, so frequently observed during the Belgian wave *can't be explained in terms of helicopters or other conventional aircraft*. The so-called sceptics who propose this kind of hypotheses and propagate the rumour of simple perceptual errors or misinterpretations are not sceptical enough to be self-critical. Their incentives are ideological, they yearn so much after conventional explanations, but their arguments are not rational.

Our conclusion is straight forward: The sighting at Ernage on December 11, 1989 of Lt Col André AMOND and his wife cannot be related to any known aerial vehicle. In addition, the observations made at *Eupen* on 29 November 1989 and at *Plancenoiit*, on October 4, 1992, provide further evidence for the occasional appearance of *unconventional flying objects of unknown origin*.

Our investigation was, through its inner dynamics, very interesting and surprising. The greatest difficulty resulted from the fact that much time had passed since these observations were made. Another difficulty was that sometimes, it was necessary to *combine various parameters through a set of relations*, but this allowed us to test the logical consistency of the data and to make apparent what was initially hidden. Basically, we learned more about *characteristic properties* of the observed unconventional flying objects.

At PLANCENOIT, the flying object displayed a great yellow light with sharply defined boundaries, while the structure of the object was *fuzzy*. At ERNAGE, there appeared several well-defined lights, but the surface and outlines of the object were *invisible to the witnesses, even at close range*.

To our knowledge this is a feature that has not yet attracted sufficient attention. The *paradox*, which results from the fact that some aspects were easily observable, while other aspects were more or less hidden, can also be considered as an invitation to more curiosity and thoughtfulness.

We have then to face the possibility that *some kind of intelligence* is directly and indirectly involved. This was the spontaneous impression of colonel AMOND, although he had no preliminary knowledge at all about UFOs and their manifestations. It resulted from the very peculiar behaviour of the observed object. A closer analysis of technical details confirmed this perception. These objects have to be constructed and piloted or remotely controlled in such a way that adaptive and immediate actions and reactions are possible

The most important conclusion in our view is that a rational analysis of the problem of Unidentified Aerial Phenomena is necessary and potentially very useful. *A scientific study of the observed facts and the propulsion system is recommended.* The only real “risk” is that we might learn something new, but that is normal in science. Curiosity constituted always the internal spring that led to the development of civilization. We should thus rather concentrate on the really observed properties and search for fitting explanations, instead of simply denying or transforming what has been observed.

One of the possible very important implications is that there has to exist *an energy source that is unknown to us.* This is an absolutely requirement when considering interstellar voyages but it is already obvious when we reflect on what has been observed near the surface of the Earth. Why should it be uninteresting to try to find out what kind of scientific principles and new technology might generate this energy? Every human being who is ready to use his potential of curiosity and rational thinking should be challenged by these facts and *has the responsibility* to encourage this kind of research. It is true that *extraordinary claims require extraordinary evidence*, but the assertion that nothing special did ever happen is also becoming an extraordinary claim that requires more convincing evidence than the superficial and speculative assumptions that we found in the report of Renaud LECLET.

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## **Appendix 1: Letter of Lt Col Amond to the MOD**

“This statement is based on a number of observations made on 11 December 1989 at approximately 18 h 45, while I was driving to the railway station of Gembloux, coming from Ernage where I reside. My spouse Chantal was with me and made the same observations. It was dark, the sky was full of stars and there was full moon.

Close to the Sart Ernage farm, I saw in the sky at my right three to four light panels at the height of the last third of the row of trees behind the farm of Sart Ernage, moving more or less in a North-South direction, coming from the radar tower of Mellery, overhead the villages of Cortil or Saint-Géry, proceeding towards Corroy. The panels are of trapezoidal form [figure 3a]. The size of these light panels does not vary and they are not at all dancing around. Under this series of panels, more or less in the centre, a kind of blinking red light is installed, but it is absolutely not similar to the blinking red lights that are placed on normal aircraft, which flicker like stars. The estimated altitude of this series of light panels is 200 to 300 meters.



The road where I am driving turns to the left at the Sart Ernage farm and leads to Gembloux. The light panels of the object follow this general direction. Driving at a speed of 50-60 km/h, the light panels drop behind. To continue my observation, I stop at the highest point of this country road, situated directly beyond the Sart Ernage farm. My spouse lowers the car window. The UAP, which moves slowly at my right, overtakes me and continues in the same direction. This part of the observation took approximately 2 to 4 minutes

Then the UAP suddenly turned into our direction. Only one enormous white headlight, much larger than any light of a large transport aircraft, is visible. I feel now a certain apprehension. My wife is scared and asks me to leave, because of the new direction taken by the object, which shows itself, with its enormous luminous mass, as being somewhat aggressive, especially since we didn't hear any engine noise... This craft was silent!

At the moment that the car was about to leave, the large headlight disappears and three white spot lights appear. They are smaller than the previous light and they form a more or less equilateral triangle. In the centre of gravity of this triangle, there is again the red revolving [actually pulsating] light, now seen in front view. Obviously, the object makes a left turn of 180°. The distance between the white light spots is estimated at approximately 10 meters. It seems paradoxical to me at this moment, that in spite of the moonlight, which makes it possible to see the landscape, we don't see any mass around the lights that constitute the triangle.

The UAP's manoeuvre is majestic and slow. The turn is tight, so tight that it is not necessary to move the head or the eyes to observe the UAP making its turn, like one does to follow the displacement of a Boeing or similar aircraft.

Subsequently, the light spots disappear, only the revolving red light is still visible from the side. Very quickly, this light disappears in the darkness of the night in a SSW direction. The duration of the observation is estimated at 5 to 8 minutes. [Some comments on two other figures are given].

Four characteristics impressed me: (1) the slow movement of the object as opposed to its speed at the end of the observation; (2) the mass, which had necessarily to be distributed around the lights, did not reflect the moonlight at all and was not visible; (3) the absence of any engine noise, it was too silent; and finally (4) the creation of apprehension and fear, in particular with my wife, because of this silence and the enormous headlight, situated in the front of the object that was aiming towards us."

## **Appendix 2: Published Oral Statements of Colonel Amond**

"The observation lasted several minutes during which I couldn't hear any noise, even when paying special attention. The moon was at the other side of the observation and should have lit the object; yet I didn't perceive any reflection and I didn't get any impression of a [supporting] mass.

When the UAP passed in front of the wood, it changed its course - I don't remember how- and a very bright headlight (2 x the diameter of the moon) was then directed towards us. Its intensity increased and the light was [now] lower than the tops of the trees [in the background]. My wife was scared and begged me to start the car. I felt myself a certain anxiety because, in my judgment, I was confronted with a rather aggressive behaviour.

The car started without any problem. It was then that the UAP made a banking manoeuvre and that I saw three white lights in a triangular disposition, in an oblique climb to the right, the strongest light being directed towards the sky.

The [pulsating] red light was in the middle of the triangle [formed by the white lights]. Its apparent [angular] diameter was two to three times larger than that of the two lights at the base of the triangle, while the upper light was three to four times more intense than the two other lights. Dimensions: between 6 and 10 meters between the spotlights [forming a triangle].

The UAP settled with the red light underneath and disappeared quickly (10 sec) in a southern direction. I went to pick up my son at the railway station; we were back home at 19 h 05. The next day, I filmed the moon with my video camera to verify its functioning in the dark and I went the following evenings to the same place. In vain, [since the phenomenon, I never heard of, didn't reappear]. After some hesitation - fear of the ridicule - I sent a letter to the Cabinet of the Minister of National Defence to report the events. For me, it was clear; this was no AWACS, no ULM, no helicopter and no hologram."

### Appendix 3: Turning and Vectored Thrust

#### Aerodynamic forces in a turn

At very slow speed, helicopters turn by using the tail rotor or NOTAR system while keeping the main rotor horizontally. Pushing one of the rudder pedals will result in a yawing motion that will turn the helicopter into the direction of the relevant pedal. At normal speeds, the rudder is not used for turning because, such as with other aircraft, the yawing manoeuvre would cause structural damage. Consequently, at cruising speed, helicopters, such as fixed wing aircraft, take bank to make a turn.

But *why is banking necessary* when aircraft have to perform a circular turn of radius  $r$  at a given velocity  $v$ . When this turn is horizontal, there are two conditions that have to be fulfilled (figure 23). The weight  $W$  has to be compensated by a vertical force and one has to apply a force  $F$  that is oriented towards the centre of the circular path, to draw the object again and again in this direction. There has also to exist a propulsive force along the direction of motion, to compensate the unavoidable effects of air friction, called aerodynamically drag, but in figure 23, we consider only the forces that are acting in the transverse plane (perpendicular to the axis of the aircraft).

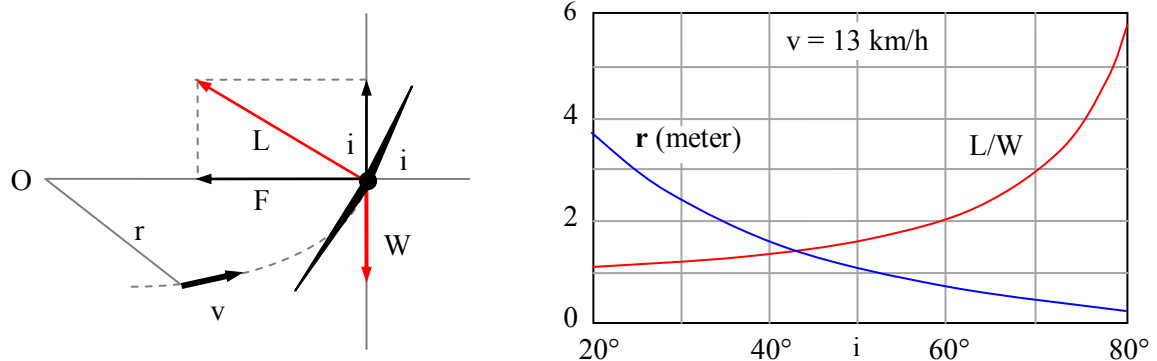


Figure 23: Banking conditions in terms of forces and resulting variations of  $r$  and  $L$ .

When  $m$  is the mass of the object, the weight  $W = mg$ , where  $g$  is the gravitational acceleration. The force  $F = ma$ , where  $a = v^2/r$  is the centripetal acceleration. **Both forces have to result from the aerodynamic lift  $L$** , which is always perpendicular to the direction of the wings or the main rotor, in case of helicopter. For an inclination  $i$ , the vertical and horizontal components of the vector  $L$  are respectively equal to  $W = L \cos i$  and  $F = L \sin i$ . By eliminating  $L$ , we get  $a = v^2/r = g \tan i$ . This means that **the radius of curvature  $r$  is determined by the velocity  $v$  and the banking angle  $i$** .

This relation is represented by the blue curve in the graph of figure 23, for the particular case where  $v = 13$  km/h and various values of the angle  $i$  between  $20^\circ$  and  $80^\circ$ . The red curve shows the variation of the required lift  $L$ , compared to the weight  $W$ . **A large inclination  $i$**  would allow for a small radius of curvature, but it **requires a very powerful engine or a higher speed** to produce the necessary lift. An additional climbing motion would even call for a greater vertical component of the lift than  $W$  and thus more power.

### Application to a Flying Platform

The platforms of the Belgian wave were usually horizontal when they remained stationary or flew around at low velocities. This means that they produced somehow, but without wings, a lift force that was then perpendicular to the platforms. If the lift vector had also been perpendicular to the platform that AA saw at ERNAGE, a velocity  $v = 13$  km/h and a horizontal turn with a banking angle of  $60^\circ$  would imply a radius of curvature  $r = 0.77$  m. This follows from the previous, unavoidable relations. We know that AA didn't have to move his head to observe the ongoing manoeuvre, but an angular width of  $30^\circ$  for the semi-circular U-turn implies a distance  $r/\tan(15^\circ) = 2.9$  m between the centre of rotation and the observer situated at C. That's too short and means therefore that the lift force was not perpendicular to the platform. It was closer to the vertical.

This conclusion has to be related to other observations made during the Belgian wave. The flying platforms had **highly remarkable mechanical properties**. There were cases<sup>2</sup> where they remained stationary at some very great inclination (as at Petit-Rechain) or even in a vertical position, with a simultaneous rotation around the longitudinal axis (as at Pont-de-Loup). These observations imply that the propulsion system of these objects allows them to **develop a force that can have any direction with respect to the platform**. It doesn't require wings and the usual aerodynamic lift, which results only from different speeds of the air flow above and below the wings. Unconventional Flying Objects produce lift in a completely different way, and this fact is *a sufficient reason* to gather as much information as possible about this kind of phenomena and to try to understand what is happening, instead of obstinately denying its possibility. When a platform remains (nearly) stationary above the ground in a vertical position, as for the observation of Mrs. MARITS at ERNAGE, the force developed by this system has to be (nearly) parallel to the platform, to compensate the gravitational attraction towards the centre of the Earth.

The manoeuvre of the UAP observed by AA and his wife at point C is compatible with the usual laws of physics, but **requires an unconventional method to develop the propulsion force**. It has to account for the centripetal acceleration ( $v^2/r$ ) and for the over-compensation of gravity, which is necessary to allow for a rising motion. The analogy with a helicopter fails, since this object had no upper and tail rotors. The great banking angle was not strictly necessary if the propulsion force could be vectored to any direction with respect to the platform. This means that **the banking could have been**

*chosen to impress the witnesses*, as this was also the case for Mrs. Marits. It is worth mentioning that the two gendarmes of Eupen saw a rotation of 180° without any curve and without banking.

Sceptics defending the helicopter hypothesis<sup>11</sup>, are unable to explain or prove that helicopters could physically perform the manoeuvre observed at ERNAGE. They simply provide pictures, extracted from a movie that was realized by computer animations, but *fiction shouldn't be confused with reality*. Today, we can also find, even on Internet, some videos of very astonishing helicopter acrobatics, but this doesn't change the fact that physical laws will impose limitations. Certain manoeuvres require sufficient velocity and altitude - and thus enough kinetic energy or potential energy - to produce the required lift. Reduced mass and powerful engines will help. Since 2006, it is possible to produce mechanically resistant and yet very light and powerful helicopters. This is true for the EC145 *Eurocopter*, equipped with the 5-bladed **Advanced Technology Rotor** (ATR), without hinges or bearings. Like the NOTAR system, the introduction of ATR this leads also to a lower noise level, since the transmission of vibrations to the airframe are reduced. Nevertheless, the Unconventional Flying Objects that we studied have much more astonishing properties than that.

## References

1. In this study, the term "*Unidentified Aerial Phenomenon*" (UAP) will be used as opposed to "*Unidentified Flying Object*" (UFO). Some observations can simply be described as unusual lights or weather phenomena, and the term UAP more accurately reflects the broad scope of descriptions in observation reports as well as the possibility that these unusual phenomena may arise from different sources. For the purpose of this study, as soon as it is evident that the UAP is of real substance, it is called *object or craft*. Moreover, when the performances of this object or craft cannot be related to existing technology, it will be denominated "*Unconventional Flying Object*" of unidentified origin.
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