

UFO'S: A History
1952:

July 21st – July 31st

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BY

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The daylight hours of Sunday, July 20th, were quiet ones for UFOs. As far as current research goes, no UFO reports were made by military observers. Likewise, no civilians called the newspapers or the police to tell of strange phenomena in the heavens. The sudden stillness was as odd as the intense activity only hours before.

The military had yet to digest the implications of the previous night. No official investigation had begun and it would have been difficult to initiate at the time anyway with many key personnel away from their desks enjoying a day of rest at home with their families. Project BLUE BOOK at Wright Field, Ohio, as was the usual practice even during the height of the 1952 UFO flap, had permitted its people to take 24 hours off to forget about the mystery for awhile, to go to church, fishing, or whatever. Ruppelt, the chief of BLUE BOOK, was at his home off base packing his bags for a flight in the morning to Washington D.C. to conduct some routine business. He had yet to know about the strange radar targets that had been reported over the Capital the night before and would not know for some time.

It was almost 10:30 p.m. before something akin to a UFO sighting occurred. At 27 minutes after the hour the military logged a report of a fast moving light speeding east to west over Illinois. The mystery light was said to have paused for about 10 seconds during its journey putting it in the UFO category. The 755 AC&W radar site at Williams Bay, Wisconsin, noted nothing unusual on its screens. 1.

At midnight a couple living in Hyattsville, Maryland, viewed a red, star-like, body through a low-power telescope. The "star" was motionless when first seen and then it moved slowly south, bobbing around in an irregular fashion as it proceeded, all the time blinking with no apparent regular pattern. 2.

Ruppelt arrives in Washington.

After a short flight from Dayton, Ruppelt's plane landed at Washington National Airport on Monday morning, July 21st. A Colonel D.L. Bower of ATIC accompanied Ruppelt to help him deal with government agencies and the military brass in the Capital. As the two officers strolled through the Washington Airport terminal after deplaning, they still knew nothing of the events of late Saturday night and Sunday morning. This incongruous state of affairs carried over to the officer's destination that day which was Andrews AFB, Maryland.

A meeting was convened at the MATS headquarters at Andrews during which Ruppelt broached a wish for greater cooperation between BLUE BOOK and two organizations under MATS' command: the Air Weather Service and Flight Service. This wish of Ruppelt's was explained to a Major assigned to the Director of Intelligence at the MATS headquarters. It was pointed out that the Weather people could help ATIC by supplying balloon tracks while Flight Service could provide immediate information on aircraft traffic. These were reasonable requests so a Captain and a Warrent officer from the Weather Service were summoned to the meeting and briefed by Ruppelt on how BLUE BOOK had done things like track balloons in the past. After some discussion Ruppelt suggested that ATIC submit an informal proposal for the Weather Services' review. Funding through BLUE BOOK was also suggested if it was felt that might be required.

More complicated was the negotiations with Flight Service. That organization was represented by its Deputy for Operations, a Lt. Colonel who was also an Intelligence officer.

Three approaches to BLUE BOOK's suggestions were aired. First of all there was the possibility of assigning a BLUE BOOK man to each Flight Service Center in the United States to provide immediate attention to UFO reports. Secondly, as an alternative, a roving representative from BLUE BOOK would visit the Flight Centers although the efficiency of such a plan was not pursued in the discussions. Finally, a less ambitious scheme was explored, and that was the circulation of a letter of instructions to all CAA installations. This letter would tell how to report a UFO and would also authorize the forwarding by collect telegram such information direct to ATIC instead of currently passing through as many as six exchange points endangering the accuracy of the message.

A written proposal by ATIC for Flight Services' study was promised. On that note, the talks at MATS ended for the day. No one at MATS knew about the second big flap apparently, because not a soul mentioned a thing to Ruppelt or Bower. 3. The two Intelligence officers would get a good night's sleep.*

Recorded UFO sightings for the 21st were only shadows of earlier activity. At 1:03 p.m. two civilians living in Baltimore, Maryland, claimed to have seen: "...a large cone-shaped object with a brilliant orange glow..." 4.

It wasn't until 10:30 p.m. that an observer in Washington D.C. was supposed to have witnessed a "round, clearly defined circle of light" moving above the Capital at a slow 100 mph. It was said to have made a 90 degree turn and at one point in its travels, to have hovered. 5.

Further south at Patrick AFB, Florida, UFOs continued to command the attention of military personnel. Back on the 19th of July something odd was seen twice in the area although no official report was made at the time, so nothing definite can be found in military files about the early sightings, however at 10:00 p.m. July 21st another incident took place which was officially reported. It seems that a Lt. Colonel Bradford Evans, Assistant Executive Officer to the Commanding General AFMTC, was on duty at the time when he received a phone call from an enlisted man somewhere on base who wanted to report a "mystery star" above the airfield. Minutes later another phone call came from two Air Force Colonels who wanted to report the fact that three strange lights, widely spaced, had come out of the western sky and had overflowed Patrick. Knowing that one of the Colonels doing the reporting had been a commercial pilot of considerable experience, Col. Evans went outdoors to check the sky himself. Fortunately the show wasn't yet over because Col. Evans witnessed the passage of a brilliant, star-like, amber-colored, body that zoomed

*Strangely Ruppelt's book about his time spent as BLUE BOOK chief, The Report on Unidentified Flying Objects, does not recognize this Monday lapse although Air Force records leave no doubt that Ruppelt and Bower knew nothing about the Washington flap of the night of July 19/20 until Tuesday. This might be explained if it can be proved that Ruppelt used a ghost writer to clean up the chapter and who then would be unaware of the delay of a day. Still it is odd Ruppelt did not catch the error, especially since he went to great lengths to impress on people his trip to Washington was a routine affair and had nothing at all to do with the UFO excitement in the city. One might suggest a theory that Ruppelt, for reasons currently unknown to students of UFO history, was attempting to cover his tracks, that he had visited persons or places of a classified nature.

*give him a
break, Loren,
Ruppelt couldn't
remember every little
detail about everything.*

at an estimated 700 mph. Colonel Evans, a rated pilot, contacted every airbase in Florida to check on air operations in progress and discovered that no flight activity could explain the moving lights over Patrick. 6.

Meanwhile, someone, probably a civilian controller at Washington National, had leaked word of the aerial circus over the Nation's Capital for the second time causing a scramble by the media to get the full story for the Tuesday deadlines.

The morning of July 22nd Capt. Ruppelt and Col. Bower sat down for breakfast, scanned the newspaper headlines, and learned for the first time that one of the biggest UFO stories of all time was taking place right under their noses. The two officers were amazed. They had been to Andrews AFB the day before and the people at MATS and the Directorate of Intelligence had known nothing about the UFO targets. 7. Ruppelt was on the phone in a flash, ringing up his man in Washington, Dewey Fournet. Fournet had to admit that for the moment the press knew more than he did so it was agreed that Col. Bower would gather as much data as he could and hopefully could have a report on the situation ready by noontime. 8. It was evident that the newspeople would soon be on their necks and here the Air Force was a shocking two days late getting started in their investigation.

Between 7:15 and 7:45 a.m. Fournet fired off teletype messages to various Navy and Air Force installations asking for information on military air traffic over Washington during the reported UFO activity. He also contacted civilian airlines to get testimony from their pilots quoted in newspaper accounts.

At 9:00 a.m. Ruppelt and Bower went to the Pentagon where they met with Lt. Col. Teaburg, D/I Estimates Division, who was pleased to say that Capt. Berkow, D/I of Headquarters Command at Bolling AFB, would soon have a report ready on the UFO excitement that had occurred over the weekend, in fact Berkow showed up not long after, at 9:30 a.m. and gave a briefing to Ruppelt, Bower, and a Major Linder of ATIC. Something approaching a full report was to be ready for Col. Bower by 5:00 o'clock that afternoon. 9.

With that taken care of, Ruppelt and Bower returned to the original purpose of their planned day-long visit to the Pentagon, that of coordinating some articles for a UFO issue of the Air Force's Air Intelligence Digest, making a morning stop at the publication's Pentagon office; but even there Ruppelt could not escape from the breaking story. In the Digest's office Ruppelt took a phone call from the Air Force's Public Information Office which informed the BLUE BOOK chief a reporter for the Washington Daily News was trying to get through to him in spite of being warned that press inquiries had to be cleared through Directorate of Intelligence channels. Under those conditions of course Ruppelt could not talk to the reporter. Later, however, an Air Force PIO man phoned again to tell Ruppelt that General Ackerman had authorized a brief, impersonal, telephone interview and then put the reporter on the line. Nothing Ruppelt said was newsworthy and he put considerable stress on the fact that he was in town on routine business and not because of the UFO sightings. 10.

The President makes a request.

Another phone call that morning was a humdinger. Ruppelt took a call from General Landry's secretary who told the Air Force Captain that President Truman had taken a personal interest in the Washington case and had requested the General's cooperation in determining what had happened, which in turn had led to a call to the BLUE BOOK chief. Ruppelt gave assurances that ATIC was hard at work and would be prepared to make an evaluation soon. 11.

At 1:00 p.m. Col. Bower met with Ruppelt and Fournet in the latter's Pentagon office where the Colonel described the locations of radar sites in the Washington region and the layout of the local airports, but the bulk of the information dealt with the testimony of the traffic controllers and airline pilots that had seen radar blips or lights in the sky. Col. Bower related what he knew about the startling

details concerning the peculiar radar returns, speeding dots of lights in the dark night heavens, and the alarming violation of prohibited airspaces over the Capital and the Executive Mansion. There could be little doubt the case was a sensitive public relation problem and would mean some serious conferences by Pentagon experts, meanwhile poor Al Chop who manned the press desk at the Pentagon had to keep the news media happy. Having only hours to assimilate the facts and aware that he would have to consult with his superiors, Ruppelt could not give Chop any official statements to release which did not suit the members of the Fourth Estate who began to mumble about a Congressional investigation.

Doubters were already trying to question the competence of the radar controllers and talk up temperature inversions, but the civilian controllers, backed by the Andrews Air Force radar operator, were insisting that hard, solid, objects had been detected. Intelligence officers were hesitant to start a row by challenging the civilians' proficiency.

For two hours Ruppelt tried to come up with a statement to get the press off his back, a difficult chore since he was faced with the same old problem of gaining a consensus because as usual his advisors were divided on what to do. One group urged that the newspeople be told immediately that the events of the night of July 19/20 had the military stumped, while on the other hand another group of advisers pushed for an exhaustive inquiry before making any official announcement. Ruppelt, a veteran of many confusing UFO investigations, leaned toward caution.

At 4:00 p.m. that afternoon Ruppelt authorized an official "no comment" statement to reporters. Reaction to the handout would be Wednesday headlines that shouted: "AIR FORCE WON'T TALK." 12.

By now there was hardly any doubt that the Washington case would be a "hot" so Ruppelt called Col. Bower, who was across town conferring with Lt. Col. Teaburg, to suggest that he not return to Dayton that night but to stay over and direct the investigation. Col. Bower overruled Ruppelt and insisted that he comply with his travel orders. 13.

Ruppelt then telephoned the BLUE BOOK office back in Dayton asking his aide, Lt. Andy Flues, about the level of UFO activity.

Although he planned to return to Dayton, there was still part of the day left so Ruppelt made up his mind to do at least some detective work on the Washington case. His effort turned into a joke. In one of the most remarkable paragraphs in Ruppelt's memoirs about his career as head of Project BLUE BOOK, he described his attempt to obtain transportation so he could conduct questioning of UFO witnesses. The Pentagon Motor Pool was Ruppelt's first stop in his endeavor to determine the truth about what some wild rumors were to term an "alien threat to the hub of government," the stuff of science fiction. To his mortification Ruppelt found that staff cars were reserved exclusively for Colonels and Generals. Since his mentors, Generals Garland and Samford, were unavailable to intercede, there was no hope of qualifying for official transportation. Furthermore, no vouchers could be had at that hour of the day for a civilian car rental, and paying for a cab out his own pocket would be prohibitively expensive for a Captain's per diem pay. The Pentagon transportation dispatcher suggested taking the bus, an idea Ruppelt hardly took seriously. There was even a further restraint. Ruppelt's travel orders restricted his movements and he lacked the authority to override them. If the critics of BLUE BOOK could have seen him then they would have laughed themselves sick. Ruppelt gave up and took a plane back to Dayton. 14.

UFO activity on the 22nd.

A look at the record shows a sharp increase over the previous two days and not necessarily because of press attention.

The first significant event of the day took place at 11:00 a.m. MST in New

had information now available for an analysis. To change the evaluation at this time, however, would cause an unwarranted amount of work in changing our records." 23.

Of interest, certainly, was the fact that another blue-green show took place about an hour later that same night in the skies over the state of Massachusetts. But first a couple of other items, one of them concerning a report from the southwest and the other from one of the world's greatest authorities on meteors who lived in Albuquerque.

Portales, New Mexico.

While at a drive-in theater an Eric Smith observed a formation of high-flying lights sweep overhead at 10:50 p.m. In just four seconds the lights covered half the sky, and then, to his surprise, the formation "reversed positions like a Notre Dame backfield." Zooming out of the northeast, the formation of five lights passed through a 75 degree arc. The formation was a "V" with the open ends in the lead. 24.

One of the first experts to be heard from when the Washington excitement hit the headlines was Dr. Lincoln La Paz who told the Associated Press on July 22nd that the reports coming in from the east resembled western ones which some western witnesses liken to the appearance of a "...flame of an old kerosene lamp." 25.

Returning to the east we find that according to witnesses there a brightly lit yellow object with red lights on its edges was visible bobbing up and down, and occasionally moving in circles, in the sky over West Brighton, New York, 11:15 p.m. on July 22nd. 26.

Just before midnight, July 22nd, a Lt. Commander W.J. Adams of Squantum Naval Air Station, Quincy, Massachusetts, had a UFO experience which was backed up by others at the installation. The first thing next morning (8:00 a.m.) Adams phoned the Duty Officer of the local 108th CIC Detachment at Boston Army Base, who then relayed a message to the Air Force. The message, broken down under headings: a., b., c., etc., went:

"a.) Description: Two round, bluish-green lights, much more brilliant than a first magnitude star, having no aerodynamic features, and moving without sound or exhaust trail. Observer could not estimate size, speed, or altitude of lights.

"b.) Formation: One directly behind the other and at the same level. Adams could not estimate the actual distance between the lights, but stated that when looking at them over his outstretched arm, a hands breadth covered the space between them. This formation did not change.

"c.) Maneuvers: The lights were sighted at an angle of 45 degrees above the horizon in the southeastern sky. They moved northwest until directly over the point of observation, then reversed their direction without apparent turning, moved southeast 45 degrees, again reversed their direction, passed over the observer, and began a wide arc toward the northeast. All maneuvers were on the same plane, without any noticeable change of altitude.

"d.) Manner of disappearance: Lights were not dimmed by distance, but the disappearance was abrupt, as if the objects had been switched off suddenly. The lead light disappeared first, while the second one continued until reaching the approximate point at which the first disappeared and then went out. 27.

Lt. Adams had been indoors taking care of his duties as Officer of the Day and only went outside to check the sky after being alerted by a phone call from someone in the community of East Weymouth warning him that some strange lights in the sky were heading in his direction. Two members of a Marine Air Detachment a mile to the south of the Naval Air Station observed the same phenomenon.

Another observer in the area that could add some support to the idea that something strange was going on was weather observer Guy Bailly on duty at the time at the U.S. Weather Bureau station at Boston's Logan Airport. Between 11:15 and 11:26 p.m. the night of July 22nd while peering through a theodolite to track a lighted balloon, Bailly sighted a much brighter body which he then started to follow in preference to the weather balloon because of the strange object's odd appearance and motion. The report on the experience made by Bailly is very interesting in that it is consistent with other sightings of mysterious multi-colored, "windowed," objects of a "flying saucer" type mentioned in some famous cases over the years. An extract from Bailly's statement reads:

"This object was oval or disc-shaped with colored lights of red, green, and blue arranged horizontally. The colored lights, when clearly visible, appeared rectangular in shape with rounded corners. The brightness of the lights seemed to depend on the angle of observation as the object moved.

"During the 11 minutes observed, the object which was southeast of the station, stayed within the reciprocal azimuth angles of 118 degrees to 130 degrees and angles of elevation of 20.5 degrees to 23.0 degrees. The object made three complete circles in that area. It was not moving very fast. As the object moved, the colored lights seemed to fade and a blue-white light was observed. When seen through the theodolite, this blue-white light was as bright as a star of the first magnitude. The object appeared to be circling the 100-gram balloon." 28.

The Weather Bureau commented:

"The observer estimated the object as being at least 10 miles from the point of observation at WBAS, Boston, and at a height of 25,000 ft. when first noted, later climbing to a height of 35,000 ft.

"It seemed unlikely to the observer that jet planes could turn repeatedly in such an area as recorded. The observer checked with the Airport Traffic Control Tower and the Air Route Traffic Control Center to see if any planes were holding in the area. Negative replies were received from all concerned." 29.

July 23rd.

The 23rd was a period of considerable UFO activity, which, for the most part, occurred between midnight and dawn (An odd time for public hysteria is one subscribes to such a theory to explain UFO reports.).

At midnight a trio of "green-blue" objects arced over Boston, Massachusetts. 30. Two hours later another fiery show took place over the region.

The "T" maneuver.

An orange, oval glow $\frac{1}{2}$ the size of the full moon maneuvered in a "T" pattern above Springfield 2:00 a.m. in the morning of July 23rd. According to a man and his wife, for a period of 40 minutes the following sky show took place:

"The object remained in a stationary position for approximately one minute, from this point it moved to the right, very fast, for an estimated 10 degrees. When the object reached the extreme right hand movement, twinkling of its lights could be seen, then it would reverse its direction and return, very fast, to its original stationary point, remain there for only a moment then move an equal distance to the left. When the object reached its extreme left hand movement, twinkling could be seen, then the object would return very fast to its original stationary position, remain there for only a moment, then dropping very fast toward

the earth for approximately 10 degrees from the original stationary point never going out of sight of the observer and when the object reached its lowest point, it would immediately rise to its original stationary point and remain there for about one minute, after which it moves over the above described course. The object disappeared by growing smaller and smaller until it could no longer be seen." 31.

As usual the best reports were from the military.

It was 2:15 a.m. the morning of July 23rd when the UFOs were first noticed. At the Nahant Coast Guard Station, Nahant, Massachusetts, a seaman had just taken over a duty watch on the east side of the military installation. The seaman relieved of duty had only walked a few paces when he heard a cry of alarm. Rushing back to the watch post he asked what was wrong. In answer his attention was directed to the southeast. There in the sky at about 45 degrees elevation two strange lights could be seen approaching on a descending course heading for the Guard Station. As both seamen watched, the lights came closer and closer until they became distinctly discerned objects:

"Two bluish lights approximately 5 feet in diameter, appearing as flat, disc-shaped objects having no aerodynamic features and moving without sound or exhaust trail at a speed faster than a four-engine airliner at an altitude of 1,000 to 2,000 feet." 32.

Furthermore, according to the watch log:

"Objects appeared to be side-by-side. Observer could not estimate the actual distance between the lights but advised that from the ground they appeared to be about 5 yards apart. This formation did not change during the maneuvers described below.

"When they were at a distance of approximately 1½ miles from the point of observation, they executed an extremely sharp turn, described by the observer to be similar to the path of a ball bounding off a wall. Objects returned in the exact direction from which they had come and were gradually gaining altitude until they disappeared." 33

A civilian by the name of J.H. Van Brunt, sitting in an auto outside the Lexington Park Hotel, Lexington, Maryland, observed a couple of "reddish elongated and irregular-shaped" lights about ten times the brilliance of a star. The glowing objects appeared to be in the sky about five miles southeast of town. While one light, or object as the case may be, remained motionless, its companion kept darting back and forth. The two were completely silent the whole time. This sky dance was watched for ten minutes, from 2:33 to 2:43 a.m. the morning of July 23rd. 34.

A man named Owens living on Shade Street in Waltham, Massachusetts, viewed a strange orange light making large sweeping circles in the night sky for hours. It was first spotted by Owens at 3:00 a.m. 35.

In the blackness over Massachusetts that night soared an Air Force F-94B jet fighter. At 3:20 a.m. while speeding along at 25,000 feet, the pilot of the jet was surprised when he came upon a round object apparently spinning because it was throwing off rays of blue light in the manner of a pinwheel. The pilot watched as the mystery object passed by at the same level, or perhaps a little higher, and at a distance of about one mile. The F-94B was heading 90 degrees to the UFO's 270 degrees. The F-94B pilot jerked the jet's controls and pulled around in a 180 degree turn. Coming out of the turn the pilot kicked in the jet's afterburner to achieve maximum speed. In response, the UFO also made a 180 degree turn and quickly passed directly over the jet. The pilot's crewman, the radar observer, got a chance to look at the UFO when it passed overhead and agreed with the pilot that

the UFO appeared to be spinning and casting off blue light. Determined to catch the object, the jet pilot put his plane into a loose luftbarry maneuver but still failed to get near because the UFO had greater speed. Gaining altitude rapidly and turning constantly, the UFO pulled away and moved out of sight upward. 36.

The time: 3:47 a.m..

Twenty-seven minutes later action resumed, this time in the air between Boston and Provincetown. A three plane flight of F-94s was flying along when all five men in the trio of jets sighted an extraordinary phenomenon of dazzling objects flashing past them. The flight of jets radioed their base that some strange aerial objects displaying: "...a flickering white light and a swishing, circling blue light ...," 37. had just zoomed by like a: "...bat out of hell." 38. The flight of jets had been flying at an altitude of 15,000 feet at the time and the UFOs had crossed the dark sky much higher, perhaps 10,000 feet higher. Only one F-94 was able to reach the UFO's altitude in time and for a minute had a target on its radar.

Subsequent investigation established that Rhode Island's Naval Air Station, Quonset PT, was not operating any aircraft in the area, and that Beavertail Naval radar was down for maintenance. It was further learned that the Providence weather station located at Nathaniel Green Airport, Hillgrove, R.I., had reported some extremely fast flying white lights at 1:28 a.m. headed north. Continued checking revealed that something was seen at the same time as the three plane flight's encounter (3:47 a.m.). It seems that the Naval Air Station at Squantum had five people who had seen two bluish-green objects in trail going in a southwest direction at 3:37 a.m. The military witnesses said that before the glowing objects were lost to view they turned west and then flew in a great arc toward the northwest. The objects apparently did not disappear due to distance. As reported, the lead object simply vanished at a certain point and the object following winked out when it reached the same point in the sky. 39.

An interrogation of one of the pilots that encountered one of the UFOs mentioned above produced an interesting account of a radar contact:

"Pilot flying on a heading of approx. 180 degrees at above location [71 degrees west, 42 degrees 10 north] when sighting object --appearing light. Possibly like a green navigation light. He applied afterburner and headed toward the object. Radar observer picked up object on his scope at approx. ten to 12,000 yards. A lock was obtained shortly thereafter and the pilot took his eyes off the object to fly his instruments and pilot (radar) scope. The object was kept in a position of 5 degrees above and 5 degrees to Port. Afterburner was lighted and the F-94 closed to three thousand yards. At this time the object exceeded the limits of the scope and broke lock by what appeared on the scope as a hard break right and down. The RF return on the scope was approx. the same size as that of an F-94 aircraft. The rate of closure was approx. fifty knots. The crew was not able to sight the object either visual or on the scope after it broke lock. This was the second sighting by this crew on the same mission." 40.

The Dover-Trenton flap.

Things were also heating up further south in the Dover-Trenton area of New Jersey where Air Force F-94s operating out of Dover AFB sighted mysterious glowing bodies 14 different times between 3:50 a.m. and 3:54 a.m. On one occasion an object was picked up on airborne radar. The UFOs were described as silent, fast-moving, bluish-white lights. Further information on the encounters is not available in military files. 41.

For some reason the only other UFO activity during the early hours of July 23rd

was a flap on the Pacific Coast in the Santa Cruz, California, area. An aerial demonstration started at 4:10 a.m. PST when a civil defense GOC post on the northern edge of Santa Cruz spotted a trio of round, glowing dots, much larger than stars, circling in the black heavens. Most of the time the points of light were white in color, but they changed to red, blue, and purple while in view. The GOC people described the phenomenon as a single light being followed by a pair of lights of a similar appearance. As the circling lights were being watched, the pair broke away from the circling and zoomed away. Shortly thereafter the two lights returned and took up a stationary position. At 4:46 a.m. all three lights vanished. 42.

At 5:00 a.m. the strange orange light that had been making large sweeping orbits over Waltham, Massachusetts, for hours and was being watched by a Mr. Owens, became difficult to see in the glare of the rising sun. Just before the light was about to become too faint to follow, it was seen to climb sharply at an 80 degree angle and moved out of sight. 43.

A last chance.

The military got a last chance to challenge the UFOs roaming at will over the northeast at 7:36 a.m. when Navy radar at Jamestown, Rhode Island, detected an object moving at a very high speed, south to north, at an altitude of 42,000 feet. Alerted by Jamestown; AC&W radar at Camp Hero, New York, was able to pick up the same target and vector F-94 interceptors toward the intruder. The Air Force jets once again failed to close, even when the object hovered at 42,000 feet for two minutes. Finally, planes faster than the F-94s, F-86 Saber jets, zoomed aloft from Westover AFB. The F-86s also failed. 44.

After the radar contact at 7:36 a.m. military files and civilian sources mention very little in the way of UFO reports for the day. Activity began to pick up only after the sun went down.

Meanwhile, the military and the newsmedia were still trying to come to grips with the UFO problem. The morning of the 23rd the Pentagon started to release official statements about the sky mystery, however nothing was said about the wild UFO-jet chases that were being conducted on a nightly basis across the nation. A handout from the Pentagon PIO on the 23rd read:

"The Air Force said today it could not 'prove or disprove' the existence of 'flying saucers' but that two conclusions were safe in the current epidemic of disk reports.

"First, saucer reports rise sharply with a spurge of national publicity on the subject.

"Second, only a small --but very tantalizing number of the objects reported cannot be explained." 45.

This statement also referred to a 25% as an unexplained residue but that large figure was qualified by saying that the 25% included: "...many reports which include such scanty information that they cannot be investigated --a report of a light in the sky and nothing more..." 46.

The foregoing merely served as an introduction to the Pentagon's first public comments on the excitement that was the talk of the town, the strange targets that had appeared on the scopes at Washington National and Andrews AFB. The official statement admitted, that for the moment, the radar targets were a mystery but added that weather generated similar electronic images. Even though it seemed that the possibility of unidentified machines moving at will over Washington D.C. called for some drastic action, the Pentagon was careful to uphold the fiction that a project at Wright Field, Ohio, named BLUE BOOK was adequate to deal with the situation; and noted that its chief, an Air Force Captain by the name of E.J. Ruppelt, was in

town looking into the matter although doing so while on a routine visit to the Nation's Capital. 47.

An Air Force spokesman attempted to explain the inaction to the targets picked up by radar over the Capital by asserting that the Washington area was safe, even if there were no fighters on standby at Andrews:

"Their job is still interception and that can be accomplished as well at New Castle. It has never been the job of the squadron anyway to meet the enemy over the Capital, but before they get there." 48.

A reporter for a Washington newspaper had the nerve to go over to the Russian embassy and throw a question at the Soviet attache in residence there, Valadimir L. Lomovtsev, more or less accusing the Kremlin of overflying the United States. Taken aback, Valadimir claimed ignorance of any such thing. At first he blurted out: "I don't know." And then, he snapped: "No!" Pressed, the attache expressed unaffected ingenuousness: "...we have no flying saucers in Soviet Russia. I only hear of them here but I have not seen any. Where do you see them." 49.

The Pentagon's position of downplaying the Washington UFOs was helped by the CAA which boosted the theory in official favor by telling the press the unknown targets "could have been weather phenomena," while also adding that private planes might have been the culprits. 50. The "private plane" addition shown that the CAA might have been willing to accept the "hard target" idea but that was quickly forgotten by some critics.

Curiously, the Air Force issued a denial that Andrews AFB radar had picked up any strange targets and instead said that the "lack" of targets on Andrews radar was the reason no jet interceptors were sent aloft to investigate the supposed UFOs on Washington National radar. It was impossible to deny that jet planes had been roaring over the Capital that night but it was explained in this manner: "...a number of Air Force jet fighters, in the air at the time over New Castle, Delaware, were sent to fly over the Washington area. But they found nothing." 51.

One newspaper had this to say:

"The Washington Daily News was told by an Operations official at the Anacostia Naval Air Base, Norfolk, Virginia, that Navy jets were up to investigate objects when notified since Andrews AFB had no planes to scramble." 52.

There is nothing in Air Force files about this but since Navy files are kept separate sometime in the future the details on this supposed scramble may be revealed.

Nassau county, New York state, was one of the leaders in UFO reports during this period. In a July 23rd interview printed in the New York Journal-American, according to an Air Force Major who was the Public Information Officer at Mitchel AFB, Nassau county (Which includes Brooklyn and Queens.) had contributed 30 UFO reports since July 18th. Contacted by the Journal-American, Mc Guire AFB, through an unnamed spokesman, advised that New York's Staten Island was the UFO "hot spot" in its area. 53.

Looking at a map we note that Nassau county and Staten Island fringe the Atlantic and there may be some significance in that fact.

On an official level Mitchel AFB officials and Capt. Ruppelt exchanged messages that seemed to validate Pentagon press releases yet while there was some truth to Mitchel's AFB's complains, we know from examining the records that reports from housewives and schoolchildren were only a nuisance and did not represent the real UFO mystery. See below.

"Impossible to investigate."

Mitchel AFB shot off a teletype message to Ruppelt at Wright Field that read: "Impossible for Mitchel to investigate flood of reports from local citizens. More than seventy reports received in the last twelve days." 54.

Ruppelt replied: "Forward only those reports you feel contain enough info to be of value. Take into consideration the source, amount of data, etc." 55.

Ruppelt thought that would take care of the people at Mitchel but he was annoyed when a second message arrived from Mitchel AFB complaining that a recent statement to the United Press by the BLUE BOOK chief had excited the local New York newspapers. The Mitchel message noted that the UFO stories were given page one treatments with four-color leads. The result was stacks of reports of doubtful quality. In reply, Ruppelt repeated his first instructions, word for word, 56. while adding a terse remark that suggested that officials at Mitchel may not have received his earlier message. 57.

During the day a few UFO reports came from a variety of areas. Word from New England, where there had been activity the night before, told of a Boston observer at Westfield, Maine, sighting a trio of "silver, disk-like" objects speeding southwest. No time was mentioned in the news account, the item also referring to Air Force Major Harold Hurburt, Commander of New England's "Operation Skywatch," who confirmed that the civilian volunteers were reporting seeing UFOs. 58.

In California again, at 2:00 p.m. PST, a chart plotter for the Weather Bureau at San Francisco International Airport, a Mr. Harold Groger, saw something which he knew was very strange. At his home in Berkeley he happened to be sunbathing, idly looking up in the blue sky, when he spotted: "...an object like a small blimp and silvery in color." 59. The thing entered a cloud, and to his surprise, when it reappeared, it was: "...flying at tremendous speed and at right angles to its original course." 60.

Turning the tables.

On the other side of the world at 8:15 p.m. Japanese time, a twist on the F-94 pursuit of a UFO occurred. Air Force Capt. Norman Lamb took off from Misawa Air Base, Japan, that evening, gained altitude until his F-94 reached 18,000 feet, and then took up a heading of 015 degrees. He was cruising off the coast of Hokkaido when he suddenly noticed what he called a "strange phenomenon" approaching fast. Whatever it was, it gave off dazzling greenish-blue rays of light as it rushed toward Lamb's plane from a 5 o'clock position and about 15 degrees high. Closing with the F-94 the bright light source leveled off and then maintained a position just back of the F-94's right wing tank (about 500 ft. away). At first Capt. Lamb was not alarmed, thinking that another aircraft was looking him over, but he quickly realized that a red navigation light should also be plainly visible at that distance so he began a turn into the light. As his plane rolled toward the UFO, the mysterious glowing mass braked, and then made an erratic downward move* passing out of sight. 61.

"Dropped in for a visit?"

Stateside again, a motorist in a convertible with the top down stopped at a red light on Highway 41 at Hapeville, Georgia, about 8:30 p.m. EDT July 23rd. The driver glanced up and saw a whitish round mass, dropping straight down out of the sky. Instead of falling all the way to the ground, the pale body came

*This is how many UFO radar targets broke lock on F-94 airborne radar, by a sudden downward, or upward, move.

to a halt at about 2,000 feet, sort of bouncing before settling down. After a brief motionless pause, the white UFO slowly moved toward the southwest. 62.

"Yet another red spy?"

A crimson manifestation similar to some that appeared in the American mid-west the previous weeks took place four miles west of Alexandria, Virginia, at 9:00 p. m. EDT July 23rd. A policeman, two Air Force enlisted men, and some unidentified civilians watched a curious red light in the southwest sky (Alexandria is just across the river from Washington D.C.). The red point of light stayed motionless for at least 10 minutes and then shot away to the west. 63.

A shadowy phantom.

One would think that certain occupations would lend themselves better to UFO spotting than others. Pilots, weather observers, and control tower operators are obvious candidates. Add to the list prison guards.

At 9:05 p.m. the night of July 23rd a couple of correctional officers on the grounds of the Norfolk Prison Colony, Norfolk, Massachusetts, observed something quite bizarre. Interviewed later at his home, a Norfolk guard related the following:

"Officers ...(deleted) and ...(deleted) were talking with me in front of our school building. At about the same time both shouted: 'What the hell is that?' They were facing west. I was facing east. I turned and saw a circular shadow sailing through the air not far above our building (3 stories). We ran to the corner of the school building (located directly in the rear of the school building about 60 feet.). Then it seemed to pick up great speed and go straight up in the air. The night was dark but the object seemed darker. It made no noise." 64.

Additional detail mentioned include the color, which was greenish, the size, which was about 3-5 feet across, and the fact that a "loud rushing noise followed" as it went passed. 65.

A circular object came out of the northwest at 10:35 p.m. MST on the evening of July 23rd and paused for a moment in the sky over Sioux City, Iowa. A Mr. Gene Hays of Sioux City got a good look at the "thing" while it was stationary and said it was: "...somewhat purple in color, dark in the center and glowing around the edges." 66.

Here is still another report from what had become a UFO playground for the summer of 1952, the state of New Jersey, but unfortunately no time is given. According to the Passaic, New Jersey, Herald-News:

"A Garfield couple saw an orange-colored glowing ball last Wednesday [July 23rd] as it travelled slowly over Garert Mountain in a northeasterly direction. They said it was about four miles high and hovered almost an hour over Garert Mountain before disappearing at a very high speed over the horizon." 67.

July 24th.

The New York World-Telegram and Sun reported that a woman in Flushing, New York saw: "...a glowing orange object circling over Flushing shortly after midnight. It was travelling at a high altitude and faster than the ordinary airplane, she said later, two jet planes were seen in the same area." 68.

An hour and a half later some lights in the sky above Lakeland, Georgia, displayed such unusual characteristics an Air Force enlisted man took note and reported the incident to Wing Intelligence Officer at Moody AFB. The lights were

star-like and maintained no formation. Their color switched from red to blue, and then to white. Here is why the witness made a special effort to observe the lights:

"The first object:proceeded in an upward direction and then descended to a much lower altitude. It hovered at this point, then darted in circles, proceeded again in an upward course, descended again and disappeared in a westerly direction[This took seven minutes.].

"Second sighting, this time two objects at 0135:'Two much dimmer lights appeared and performed gyrations while traversing in a parallel course in a south-southwesterly direction.'" 69.

Mt. Tamalpois (2,358 feet) towers over the San Francisco Bay Area. From its peak one can see California's great central valley to the east, and to the west one can see far out to sea. The peak was an ideal radar site and as a result was the location of the U.S. Air Defense Command's 665th AC&W unit. At 5:10 a.m. PST the morning of July 24th Capt. Conrey, radar controller assigned to the 665th, was outside the darken radar operations room that morning and he happened to be looking across the bay in the direction of Oakland. Four other members of the 665th just happened to be standing there with him admiring the view. As Capt. Conrey tells it, a bright red light was seen stationary at about 12,000 feet above Oakland. The light seemed to be so strange the military men kept watch on it. After a minute or two the light took off. 70. Now what is important about this sighting is the high vantage point of the witnesses. Other "red light" UFOs were not followed visually any great distance when then suddenly streaked away. In the Mt. Tamalpois case the witnesses saw the light travel some distance before losing it over the horizon. The military men observed it to change color from red to a blue-green as it picked up speed, lending support to Keyhoe's assertion that color gives an indication of a UFO's energy level.

The early morning of the 24th had been fairly quiet UFO-wise, but with the coming of the daylight hours would be renewed debate in the press.

The Air Force met resistance when it maintained that all of the Washington D.C. radar targets the night of July 19/20 were false. We have already noted that the CAA held that its radar controllers may have tracked legitimate returns whatever the cause. Besides that, the press noted that the issue was polarized among the public with some touting spaceships or secret weapons, while others promoted weather balloons and similar conventional explanations. The press complained that there was:"...no happy middle ground." 71.

To add to the confusion, in contrast to New York's Mitchel AFB's displeasure over the flood of UFO reports from the public, Mc Guire AFB in New Jersey, on the 24th, promoted public awareness of the sky mystery by urging everyone to report any "strange or unidentified aerial objects." 72. It could be those in New Jersey were more impressed by the riddle. Anyway, at Maywood, New Jersey, this day a witness said he saw an orange-yellow ball in the sky. Five minutes later the same ball or a similar object was seen again moving toward the north. No time was given in the press account. 73.

As a printer for the Boston Record-American, the witness had no experience as an observer, but perhaps that didn't matter since he reported the same phenomenon as those people better qualified. At 3:30 p.m. on 24th of July while a Mr. Ross (First name deleted in official records.) was walking the streets of Somerville, Massachusetts, something appeared over the city.

Air Force Special Agent Richard Randall typed up an Intelligence report on the case that included:

"Description:round silver-red objects...no aerodynamic features, exhaust trail, propulsion system, maneuvers or sound were noted. Object disappeared from view of Ross behind a building. Color was silver, then red, and object changed from one color to another four or five times, with equal

intervals for each color. Ross could not state whether the color observed appeared to be a light source or reflection." 74.

On the 24th people from Newark to Trenton alerted authorities to objects speeding east to west in the general direction of Philadelphia. 75. No time was given in the press account. This apparent mass sighting may have been the cause of Mc Guire AFB's sudden sharp interest.

"We interrupt this program..."

More to the middle of the country a saucer scare erupted in Ohio on July 24th, and armed jet interceptors roared aloft to try and catch a mystery object.

The Associated Press reported: "TV station WTVN in Columbus interrupted the Democratic National Convention to televise the object and the jet chase through a powerful telephoto lens." 76.

Not only was there little UFO activity during the daylight hours of Thursday, July 24th, but there was also nothing much in the newspapers. Had the mystery run its course? The answer would come with the approach of night.

Sure enough, before the 24th had ended, UFO reports started to come in as darkness began to cover the land. At 6:10 p.m. PST at Lennox, California, a small, brilliant, mass of light was noticed hovering in the sky. Evidently it wasn't completely dark by that time or else the witness would have dismissed it as a bright star. As it was, the witness peered at the spot of light for almost 20 minutes, the supposed UFO giving no indication of being extraordinary other than its prominent presence in the sky. The long surveillance paid dividends for the light suddenly moved north and then turned west, all the time gaining speed. The light now was directly above the witness who said that the light: "...broke into 5 parts or was originally 5 objects so close together they appeared to be one." 77. The altitude of the objects appeared to be very high which might explain why the objects had first seemed to be a single mass. After the separation, the objects moved away on the same course, although one object lagged behind and climbed out of sight. The remaining four flew away in a very erratic fashion. 78.

"Operation Desert Rock?"

The opening sentence of the next UFO report, taken from Air Force files, is as intriguing as the report itself because we know nothing about "Operation Desert Rock" or what was seen during the "operation." It seems that a 2nd Lt. D.M. Sanders, Intelligence Officer with the 140th Fighter-Bomber Wing stationed at Clovis AFB, New Mexico, prepared an official UFO report with this opening line: "Unidentified flying objects similar to types reported seen over 'Operation Desert Rock' were observed by an officer of this Wing on 24 July 52..." 79. The incident referred to follows:

"Captain J.W. Titus, Adjutant, Medical Group, 1404th Fighter Bomber Wing, Clovis Air Force Base, Clovis, New Mexico, reported seeing two oval-shaped objects approximately 3-4 miles high and traveling east across the horizon at approximately 400-600 miles per hour. The objects were traveling a definite formation approximately 1-1½ miles apart on a level course leaving no vapor trails and having no sound. Upon reaching the edge of the horizon, the objects appeared to turn 80 degrees and head in a northerly direction. Captain Titus viewed these objects while attending a movie at a drive-in theater. He watched them approximately four minutes until they disappeared. He reported they were of a reddish-orange neon glow and they 'seemed to float through the air as a ball travels through water when pulled with a string.'" 80.

Another Washington sighting.

A civilian telephoned the Pentagon with a UFO report and it was quickly forwarded to Ruppelt at BLUE BOOK: "Orange disk-like ball sighted between Capital and Washington Monument 2200 EDT the night of 24 July." 81.

"She let out a scream."

Just when one begins tire of vague and questionable stories, a report comes along that makes the mind spin.

Mrs. Margaret Rebensky of Green Lake Road, Fayetteville, Arkansas, on July 24th, accompanied by her mother, Mrs. Julis Lindsey, was motoring on West Genesee Street about 11 p.m. and stopped for a traffic light at the intersection at Erie Boulevard West. According to the press account:

"Mrs. Lindsey saw six bright lights in the sky, and was just calling her daughter's attention to them when one dropped out of formation and came straight at them. Mrs. Lindsey let out a scream. The saucer, about the size of a honeydew melon, dipped down, passed over the hood of her car, and shot straight up and rejoined the formation. She said it seemed to be shaped like a quarter moon, gave off an intense white light and was followed by a plume of smoke." 82.

Did it happened as the women claim? Was there a scary, near-pounce by a mysterious hawk from the unknown?

July 25th.

Friday, July 25th, UFO reports just about vanished from the news wires and military teletypes but it would only prove to be a temporary letup in activity. UFO cases for the 25th were so few only four accounts seem to have mattered.

Central to the UFO debate at this point was the question of the efficiency of the military's radar detection network. We have already noted the frantic events of the night of July 19/20 at Washington D.C., and we must remember that radar targets were also recorded on numerous occasions elsewhere, particularly in America's most sensitive frontier region, Alaska, which was the country's first line of defense against Russian air attack.

On July 25th came disconcerting news from the land of the Eskimos. Another in a series of strange radar contacts occurred. The official report mentions:

"At 0820Z in the area southeast of Talkeetna at 11,500 feet, a contact was made on a target which appeared larger than an F-94 at 14,000 yards. Lock-on was accomplished at this time with a target speed of 40 knots greater than that of the aircraft. Aircraft speed was increased to 350 knots in a 4200 feet per minute climb. The target was still pulling away at over 100 knots. After a climb to 18,500 feet the target appeared to level off and increase speed. Chase was broken off at this time. Visual sighting was not accomplished." 83.

"Weirdest sight I have ever seen."

A mathematician employed by the NACA, Langley Field, Virginia, was so awe-struck by a flying "ball of energy" that crossed in front of him that he was later to call it the "weirdest sight I have ever seen." Driving his car along Langley Field Road in Hampton, Virginia, at 12:26 p.m. July 25th, a David Berend saw something travel horizontally in the heavens straight ahead maybe 5 to 10 miles away. He figured it to be as large as an airplane with a body that: "...gave off a bluish-white light with random beams as from a reflector." 84.

Mystery cylinder over New York.

The next incident concerns a Ground Observer stationed at Post QN 4137 at New Berlin, New York. The civilian volunteer working for the Air Defense Command spotted something to the northwest of his post at high altitude which the observer described as a yellowish-white cylinder. One might suspect that the object was a giant Skyhook balloon, a 100-foot long plastic monster, except for the peculiar motion. According to the witness, the cylinder constantly changed direction every five seconds, moving slowly in an oval pattern. If the object was a balloon caught in a wind, one would suppose that the motion would be circular. 85.

In dealing with some later events, we shall have some reason to refer back to the New Berlin case, but until then we will let the issue stand without comment.

From a window on the third floor of the Drano Building on Market Street in downtown Wilmington, Delaware, a civilian employee of the Veteran Administration observed a pair of zooming disk-like objects reflecting silver light. The objects had a turtle-like profile and: "During the movement the flat portion of the disks remained paralld to the earth." 86. After a couple of turns the two objects soared straight up until they were lost to view.

"Keep your mind open --and your fingers crossed."

The Washington Post proclaimed the Washington radar events of the previous Saturday night a troublesome occurrence that played havoc with the comfortable preaching of Harvard's Dr. Donald Menzel that had lulled many, including the editors of the Post, into a state of complacency, blaming quirks of human imagination or tricks of atmospheric phenomena as sources of explanations of UFO reports. Now on Friday, July 25th, the Post extolled electronic evidence corroborated by visual sightings by aviation authorities. After dwelling on the latest development in a sizable editorial, the Post admitted: "Until now, the strongest argument against the objective reality of the flying saucers has been the absence of any support by radar observation. At last, however, that argument has been removed." 87. The paper closed with: "So the best advice at this point would be to keep your mind open --and your fingers crossed." 90.

Early Saturday, amazing activity at Norfolk.

Most reports are like that of the forementioned Kirtland sightings: brief, a solitary witness, and a minimum of data with a high strangeness rating. And then, once in awhile, a real impressive case comes along with extended periods of observation, multiple witnesses of good qualifications, and confirmation by instrumentation of the possible presence of something that should not be. An amazing fact is that events at Norfolk, Virginia, the early hours of Saturday were, and still are, eclipsed by the Washington story that was to erupt about 12 hours later. If the incidents at Norfolk, which includes nearby Langley AFB, had been known to the press you can be sure the crisis would have been explosive.

The first hint of something happening around Norfolk was the UFO report the day before when a NACA employee had spotted an object that "gave off a bluish-white light with random beams as from a reflector." Now, at 15 minutes after midnight, July 26th, civilians in Hampton, Virginia, across Hampton Roads from Norfolk, were startled by the appearance of a brilliant object hovering above the James River Bridge, a sight so dazzling as many as 20 people phoned the Daily Press at that late hour to alert authorities. If it had been daylight, there is no telling how many persons would have been excited by the phenomenon. From where one witness stood, the object appeared to be the size of a marble, presumably at arm's length, and gave off a light that seem to match what the NACA witness had reported: "Object was alternately, bright silver, red and green, resembling a rotating mirror chandelier." 91. For 30 minutes, an enormous time for a UFO, the object

hovered above the bridge spanning the wide mouth of the James River, enough time to warn others in the area like two employees of the Daily Press who raced to the weather station on the roof where they had a good view of the James bridge. The two men reached the roof at 12:30 a.m. and saw what they called a "blue-colored" object they estimated was 1500 feet above the bridge. 92. At 12:45 the object was seen to move slowly toward the east and at the same time rise to an altitude of an estimated 5,000 feet. 93.

Once the object had climbed to 5,000 feet it was visible to the tower operators at Langley AFB who put the object WSW of the tower and ten miles distant. To them it appeared to be like a "lighted cotton ball" and was only visible briefly before it disappeared while still rising. The order to scramble two F-94 jets of the 148th Fighter Squadron based at Salisbury, Fort Custis, Virginia, was given by the 771st AC&W unit at Custis at 1:25 a.m. After take off, the jets were vectored toward the area where the UFO was last seen. Flying at 10,000 feet the jets made radar contact with not one but four strange targets moving in V-formation. Radar contact was maintained for two minutes. The only visual contact mentioned was the sighting of what seemed to be "shooting stars" in the vicinity of Portsmouth. Furthermore, the Navy radar site at Norfolk picked up four stationary targets at 340 degrees, eight miles, and had them on its screens for four minutes. 94.

Nothing more would happen in the Langley area until the afternoon, and that could be said for UFOs in general. All morning and into the afternoon nothing occurred. Finally, at 2:30 p.m., the alarm was sounded at Langley. The AACCS radar detachment at Langley, manning a AN/ACPN-36 set with a height limit of 5,000 feet, detected a target moving toward Langley out of the south travelling at 2,000 mph. When the target was eight miles away, it faded from the scope. 95.

Twenty minutes later another target was detected speeding east, 18 miles away, which suddenly stopped for two minutes and then resumed its eastward course. Calculated speed exceeded anything known. Langley tower was asked to make a visual search of the eastern sky but no flying object was noticed. A Captain Moore, a member of the radar team, had experience at regular AC&W sites and he remarked that the target on the Langley screen was larger than any aircraft blip he had ever seen and also had an odd fuzzy appearance. 96.

"Scared."

Hardly less impressive than the activity around Norfolk was the early morning jet chase on the other side of the continent in California. At Point Arena, California, the 776th AC&W squadron made radar contact with an unknown flying body headed northwest. A F-94 jet was scrambled out of Mc Cord AFB, Washington, and vectored south. The F-94 pilot sighted a flashing blue-white and red-colored blob speeding over Williams, California, in a northern direction at 2:00 a.m. Approaching the object at 25,000 feet altitude the jet pilot achieved an airborne radar lock-on at a distance of 22,000 yards and lost it two minutes later when the target faded from the scope. A second radar lock was achieved at a distance of 13,000 yards and maintained until the jet closed within 5,000 yards, at which point the target again faded. A third radar lock was achieved at 16,000 yards and lost at 5,000 yards as the jet tried to close the gap between it and the target. 97.

Ruppelt discussed the aerial encounters with the pilot over the phone and learned of an emotional reaction on the part of the flyer which may have been understandable, but hardly one the military could allow to spread. The pilot told Ruppelt the interception of the UFO seemed to be a cat-and-mouse game on the part of the UFO, and he appeared to have been the "mouse," a prospect that frightened him. If the UFO had "turned on him" the pilot said he wasn't sure he could have defended himself. 98.

The second big Washington flap.

With the exception of the radar targets at Norfolk, the absence of UFO activity continued on throughout the afternoon and into the evening. As the sun set and darkness fell over the East Coast, no one suspected another wild night lay ahead for the military and the CAA.

First contact.

Events of the night are somewhat confused and have been pieced together from newspaper accounts, official documents, magazine articles, and even from penciled notes on scraps of paper made in haste by witnesses and preserved in official records in their original condition.

In spite of the hullabaloo over the radar targets in the Washington story, there were a surprising number of visual reports, in fact the initial contact with UFOs that night was a naked eye report made at 8:15 p.m. EST. Air Force Captain Berkow of Bolling AFB was the investigating officer. The official record states:

"...visual sighting in the Washington area at 2015 hours EST on 26 July 1952 by a Captain[deleted] the pilot of a Lockheed Lodestar Flight [deleted], operated by National Airlines was also made by the stewardess on the aircraft whose name was not known at the time of the interview with Capt. Berkow. According to Capt. Berkow, the National Airlines pilot and the stewardess observed the objects flying high directly over the airliner, and they described the objects as appearing somewhat as the glow of a cigarette. They estimated the objects to be flying at 100 miles per hour." 99.

At about 8:22 p.m. Washington National alerted Andrews AFB Radar Approach Control about unusual targets in the immediate Washington area. Senior Controller at Andrews, 1st Lt. Norman Carlson, and the airman on duty with Carlson, T/Sgt. H. Spiewnkowald, carefully examined their radar scope and noted a number of erratic-moving blips. The T/Sgt. later said:

"We had targets in the vicinity of ADW/R, the field, and SHE vicinity. Also, northwest of us targets were present in great numbers. The only area relatively free was the southwest. Andrews Tower personnel were advised of positions and were attempting to make visual sighting with ...[uncertain?]results. The biggest problem appeared to be the large number of targets present which made it difficult to have any definite target singled out for checking[The slow speed, 90-100 mph, did not help either --L.E. Gross]." 100.

Exactly when Washington National began to pick up the strange targets is not specified anywhere but it is assumed that it occurred just before its call to Andrews.

As stated previously, UFO activity had been nonexistent for many hours but right after things began appearing in the Washington area, sightings were made elsewhere and it seems unlikely that sightings in one area triggered sightings in another. Allowing for the possibility that UFO activity world-wide is related, the "non-Washington" cases will be inserted along side the rest. An example would be the next incident. Is it too much to ask to think there may be some connection with UFOs over the East Coast, happening where it did, when it did? The story follows.

A formation of B-29 bombers, flying at 10,000 feet, raced north over the Atlantic 200 miles off the East Coast of the United States and just south of New York City at 8:30 EST Saturday evening July 26th. Manning one of weapons systems aboard one of the planes was a S/Sgt. David Walker. At a 5 o'clock position S/Sgt. Walker noticed



Members of the 142d Fighter Interceptor Squadron stand in front of their jet planes at New Castle, Del., as they discuss t
Some of the steps being taken in the government's probe of the mystery of "flying saucers."
some of the tools l

Chasers of the Saucers



mission—the chasing of “flying saucers” over Washington. The mysterious objects have appeared there three times in 10 days. Photographs by volunteer civilian spotters of the Air Force and Air Force jet planes are used in the probe.

lights in the night sky which he figured were 30-40 miles away. He described the lights as white with an amber edge, flashing and leaving a yellow trail. The first light seen zipped across the sky in a "horseshoe" path while a second one plunged downward. The second one was seen some 30 seconds after the first. A third flashed in the darkness a couple of minutes later but Walker did not get a good look. There was no storm clouds so it could not have been electrical discharges. The heavens were clear with the moon shining brightly. None of the lights resembled meteors according to Walker. 101.

Returning to the Washington area we find Lt. Carlson of Andrews Approach Control notifying Andrews Tower and the Airdrome Officer, 1st Lt. Samuel Palmer (Whose usual duty was Base Housing Officer.) that unexplained blips were being monitored. 102. At that time (8:54 p.m.) about a dozen strange targets were shown in the Washington National area by Andrews Approach Control radar. 103. Washington National was showing about the same number at 8:57 p.m. while Lt. Carlson called Flight Service and explained the situation. When he was through with MFS, Lt. Carlson notified "Thorn-dyke," Newcastle AFB, and talked to a Sgt. Sutfin at 9:03 p.m. 104.

At Washington National the radar team that operated the long range equipment, known formally as Air Route Traffic Control or informally as "ARTC," had the following men on duty: Austin Staff, James Ritchey, James Copeland, Stuart Dawson, Phil Ceconi, Mike Senkow, Jerome Birron, and crew chief Harry Barnes. The men operated a VG-2 radar set, an older type device with no height-finding capability that had been given to Washington National by the Air Force. 105. In Washington Tower that night was a Mr. Lester Woodall and a Mr. Salvatore Marinelly. They were using a smaller radar with a faster RPM known as an ASR-1.

One source names the time of 9:08 p.m. as Washington National's first radar contact with the sky spooks (Although official records counterdict that claim, the official record is open to challenge on some points.) saying that it was CAA controller James Ritchey who sounded the alarm when he noticed 12 targets come out the northwest and head southwest. 106. In any event, around 9:00 o'clock there seems to have been agreement between both ARTC and Andrews that perhaps a dozen or so targets were in the immediate area and that the blips could not be identified. This might well be substantiated by the testimony of a M/Sgt. Harrison stationed at Andrews AFB who had a front seat to a sky display that took place sometime between 8:23 and 9:21 p.m. He declared in a report to his superiors:

"While standing in front of GCA unit, I observed a bluish light move from the vicinity of range in a NE direction at an incredible rate of speed and about 45 seconds later I observed another light moving from over the vicinity of the range to the NW. About one minute later while walking toward AAPC from the GCA unit, I saw the same kind of light moving from the NE toward the range station. These lights did not have the characteristics of shooting stars. There was no trails and they seemed to go out rather than disappear, and traveled faster than any shooting star I have ever seen." 107.

In the meantime the ARTC team at Washington National alerted officials at Olmstead Field at Middletown, Pennsylvania, a regional facility, instead of calling the combat center in the Pentagon nearby. The CAA later defended ARTC's actions of routing its alert through Olmstead by explaining that its people were merely: "...following a prescribed classified procedure and would not elaborate in the face of press criticism that Air Force jets did not appear until 11:25 p.m." 108.

Real or not?

News of the visual UFO report by the Lockheed Lodestar reached Lt. Carlson of Andrews at 9:15 p.m. through a Capt. Austin of Flight Service. This must have been Lt. Carlson's first word of visual contact with something strange in the area. It

no doubt boosted the belief there were possible aerial intruders in the area. 109.

Five minutes later Lt. Carlson learned through phone calls and radio transmissions that ARTC had just vectored a B-25 to a mystery radar target and the plane had seen nothing! 110. This plane must have been Air Force #8898, a B-25 that just happen to be passing through the Washington airspace at the time(Which one source puts at 10:30 p.m.) when its pilot was asked to cooperate. After being vectored toward a number of targets, the pilot noticed that each time the vector took him over a "busy highway intersection." 111. In this case, at least, the guess is that the controller was tracking ground targets. Yet, when all was said and done, incidents like that were an exception and not the rule. And then there was always the very strange possibility that whatever was reflecting the radar waves was invisible in normal light. There will be some reasons to suggest that theory which we will touch on later.

PIO's nightmare.

Control of information to be disseminated to the newsmedia by the Air Force, which had been such a hectic affair the week before, threaten this time to be a PIO's nightmare. Some journalists had acted with incredible speed, learning of the strange targets long before the Air Force and taking action. Bob Ginna of Life magazine telephoned Ruppelt at his home 4000 miles away at Dayton, Ohio, at 9:15 p.m. EST to question the BLUE BOOK chief about what steps the military was going to take. When the phone rang at the Ruppelt residence, it caught him off guard, which is understandable since he had not yet been notified of any new manifestations over the Nation's Capital. Ruppelt, bewildered, muttered in answer to Ginna's inquiry: "I have no idea what the Air Force is doing; in all probability its doing nothing." 112. 113. Ginna informed Ruppelt that representatives from Time and Life magazines had already reached the ARTC radar room and were at that very moment observing the action!

That over with, Ruppelt quickly rang up ATIC Duty Officer Capt. F. E. Smith and advised him that he should notify the DO at the Directorate of Air Intelligence that things were popping right in the Pentagon's backyard.

Capt. Smith of ATIC dialed a Col. Thomas at the Pentagon to alert the Intelligence people and then he contacted BLUE BOOK's man in the Capital, Major Fournet, and told him to dash over to Washington National right away with a radar specialist, in case a Navy Lieutenant by the name of Holcomb. 114.

High over Texas.

While Ruppelt was on the phone, high over Texas a T-33 jet was passing over the small town of Plainview, which is near Lubbock. At the helm of the jet was Major Eidon Klapal, Chief Instructor of the Instrument Section; member of the Aero-jets, Williams AFB, Arizona. His altitude was 30,000 feet, too high for most aircraft so he was curious when he noticed off to his left a brilliantly lit object he couldn't identify. He saw that the object was partly lit by the sun's rays since the thing was half way in the earth's shadow. The thing remained stationary for three minutes as Klapal's plane approached so he held a penny at arm's length and made note of the fact that it was about 1/3 the diameter of the coin and three diameters above the horizon. Before he could close with the object, it began to move away toward the north in a slight descent, diving below the rays of the sun and disappearing into the cavern of the night. Major Klapal never got close enough to see the object's shape but of its appearance he could say that the: "Object was illuminated a brilliant white light while hovering and when moving flickered orange and/or a bluish color." 115.

Confusion in the skies.

A transcription of some conversation between Andrews and Washington National found in official records gives some idea of the hectic activity that night. For some reason this is the only transcription in military files. The time here is 9:30 p.m. that evening:

"Washington Tower: 'Andrews Tower, do you read? Did you have an airplane in sight west-northwest or east of your airport east-bound?'

Andrews: 'No, but we just got a call from the Center. We're looking for it.'

Washington Tower: 'We've got a big target showing up on our scope. He's just coming in on the west edge of your airport --the northwest edge of it eastbound.'

Andrews: 'What happened to your target now?'

Washington Tower: 'He's still eastbound. He went directly over Andrews Field and is now five miles east.'

Andrews: 'Where did he come from?'

Washington Tower: 'We picked him up ourselves at about seven miles east, slightly southeast, and we have been tracking him ever since then. The Center has been tracking him farther than that.'

Andrews: 'Was he waving in his course?'

Washington Tower: 'Holding steady course, due east heading.'

Andrews: 'This is Andrews. Our radar tracking says he's got a big fat target out there northeast of Andrews. He says he got two more south of the field.'

Washington Tower: 'Yes, well the Center has about four or five around the Andrews Range Station.

'The Center is working a National Airliner --the Center is working him and vectoring him around his target. He went around Andrews. He saw one of them --looks like a meteor(garbled)...went by him...or something. He said he's got one about three miles off his right wing right now.

'There are so many targets around here it is hard to tell as they are not moving very fast.'

Andrews: 'What about his altitude?'

Washington Tower: 'Well, must be over 8,000 feet as we don't have him on radar any more.'" 116.

Although erratic, there was an exception to the behavior of the targets. An ARTC controller report states:

"No definable pattern of maneuver except at the very beginning about 2150 EDT, 4 targets in rough line abreast with about 1½ mile spacing moved slowly together (Giving about a 1" trace persistency at an estimated speed of less than 100 mph) on a heading of 110 degrees. At the same time 8 other targets were scattered throughout the scope." 117.

A woman enjoying the clear night air on the deck of her boat adrift on the

Rhodes River in Maryland that Saturday night, sometime between 9:30 and 10:00 p.m. EDT, looked to the southwest and saw a fuzzy-appearing light in the sky, a yellow-green in color, zip straight across the horizon. 118.

10:00 p.m.

Ruppelt arrived at his office at ATIC at 10:00 p.m. and he immediately phoned Col. Thomas at the Directorate of Air Force Intelligence at the Pentagon. When Col. Thomas answered, he informed Ruppelt that he had dispatched Fournet and Holcomb to Washington National, adding that the Pentagon Combat Command Post had been alerted, as would the Eastern Air Defense Force as soon as he got a chance. The conversation ended with a promise by Col. Thomas that ATIC would be advised as further developments took place. 119.

The only other thing Ruppelt could think of was to mull over having BLUE BOOK's radar expert, Capt. Roy James, confer with Fournet over the phone as the targets were being tracked but he decided not to disturb James at that late hour because (Here Ruppelt indicates a bias that apparently existed in the UFO project.) of the radar man's marked aversion to UFOs. 120.

South in Florida.

Far south of the Washington area, at Dania, Florida, a UFO sighting was made by two civilians. The time was 10:00 p.m. July 26th. The report reads:

"The shape was described as 'like a football, but more flat.' It hovered about 10 minutes and then moved very fast in a southerly direction. It then darted up and out of sight turning from orange to a dim bluish color just before darting up. It appeared to the eye as a little larger than the moon would appear. The intensity was even until it dimmed just before darting away. No noise or trail was observed. 121.

Four minutes after 10:00 p.m. another UFO was sighted north of Florida over the city of Florence, South Carolina. An Air Force OSI report compiled by Capt. Berkow says:

"...three of the crew of an Eastern Airlines Constellation, Flight [deleted], visually sighted one object of an undetermined size over Florence, South Carolina, at 2204 hours EST on 26 July 1952. The only information available to Capt. Berkow at the time was that the object appeared as a steady white light, travelling in a direct line at a high rate of speed at an estimated 22,000 feet. At the time the air speed of the observers was approximately 300 miles per hour. However, the altitude of the Eastern Airlines aircraft was not known." 122.

Five minutes after the hour Flight Service advised Lt. Palmer of Andrews that they were still receiving reports of strange radar targets and that visual sightings of something in the air were also being made. It added that the radar targets had a puzzling habit of, at times, reversing their course. 123.

At 10:23 p.m. Flight Service called Lt. Palmer again to inform him that two unidentified radar targets were at that time over Bettsville, Maryland; and another such radar target five miles southeast of the city of Herndon, Virginia.

On the half-hour Lt. Palmer passed Flight Service's messages on to Throndyke. 124.

There happened to be a ground sighting at 10:30 p.m. in the area of Annapolis, Maryland, by the Post Chaplain of Edgewood Arsenal. The Chaplain's name was Major C. P. Carlson. The report he made reads:

"... The object was flying at approximately 10,000 feet in a north-west direction at what the Major described as being the 'speed of a jet aircraft.' The object appeared to be a large ball of fire, made no noise and did not maneuver. It remained in sight for approximately six seconds and vanished into the air. The light intensity of this object was 'that of a shooting-star' but the object was much larger." 125.

An aircraft piloted by a CAA flight inspector radioed Washington National at 10:46 that he was near Aberdeen, Maryland, and that he could see five glowing points of orange-white light in the direction of Washington D.C. He estimated their altitude as 2,200 feet.

And then, at 10:52, all suspicious targets disappeared from Washington National radar. 126.

It is a bizarre fact that at the time of the disappearance of the targets the Air Force had made up its mind to scramble jet fighters, and at 11:00 p.m. a pair of F-94s took off from Newcastle AFB and roared south.

As the jet flight raced toward Washington, the Pentagon Combat Command Post rang up Washington National at 11:12 to check if the strange targets were still being painted on radar. There is no record of ARTC's reply but the Command Post went ahead and granted permission to Barnes and his controllers to vector the incoming fighters since they were having the best results in tracking the unknowns. 127.

By 11:13 p.m., according to an ARTC log, an aircraft with the call sign "N606" radioed Washington for information concerning any air traffic in the vicinity of Andrews since an odd light was visible in the sky in the area, but on this occasion Barnes' team could find nothing on their scopes (This is an odd twist. An aircraft reported something independent of the controller's and the Barnes' team could not confirm it. Was this UFO a result of the controller's imagination?). 128.

Meanwhile, the jets from Delaware came over the horizon. As the radio crackled over "A" channel, the approaching F-94 pilots checked in under the call signs "Shirley Red 1," and Shirley Red 2,"* contacting Washington National whose call sign was "Egg-nog." The jet pilots then switched from the commercial aviation "A" channel to a classified Air Force intercept frequency, at which time CAA controllers Nathan and Lee realized that the magazine people were taking notes so they voiced concern to Major Fournet. 129. The Major would later jot down the CAA men's objections on some note paper and title it: "Possible compromise of Air Release Code and/or Communications." 130. All of the newsmen were asked to leave.

Ruppelt claims, however, that the frequencies issue was only a pretext, that any ham radio operator could have listen in. Ruppelt explained:

"The real reason for the press dismissal, I learned, was that not a few people in the radar room were positive that this night would be the big night in UFO history --the night when a pilot would close in on and get a good look at a UFO --and they didn't want the press to be in on it (Could this be the reason Lt. Patterson's experience is not to found in BLUE BOOK files. To see what I mean check the story below under the heading: "What should I do?" --L.E. Gross.)" 131.

"What should I do?"

"Shirley Red 1" at 20,000 feet was the first aircraft to ask Washington National for a vector, and as luck would have it, ARTC had something on its scopes at that very moment (about 11:30 p.m.). 132. Within minutes Lt. W.L. Patterson, piloting

*There is some confusion in military records over the aircraft call signs.

Red 1, sighted four bright glows in the dark sky ahead. He put the quartet of lights at about 500 feet higher than his own altitude and about ten miles away. Applying full power, Lt. Patterson's plane raced toward the lights at top speed, better than 600 mph. 133. 134. As Lt. Patterson explained it: "The lights were really moving." 135.

An interesting omission from the official file was the dilemma of Lt. Patterson at one point in the aerial pursuit. There may not be anything in BLUE BOOK's records (Ruppelt admits that a lot of material was incomplete or missing through neglect or sloppy staff work, although critics contend that some data may have been intentionally omitted.*) but perhaps we have something better: a tape recording of Al Chop describing the incident. The following is not a direct quote but nonetheless an accurate retelling:

"Lt. William Patterson was badly frightened when a group of glowing objects surrounded his interceptor. As the CAA radar operators watched the blips on the scope cluster around his plane, the pilot asked them in a scared voice what he should do. There was stunned silence; no one answered. After a tense moment, the UFOs pulled away and left the scene." 136.

*Dr. David Saunders; who had a falling out with Dr. Edward Condon, chief scientist of the University of Colorado UFO study, the well known effort commissioned by the Air Force to provide an "independent" assessment of the UFO problem; published some material not found in any other source. In his book: UFOs? Yes!, Where the Condon Committee Went Wrong, pages 72-74, Saunders informs us that a professor Michael M. Wertheimer, a specialist in psychological perception, had visited Washington National during the UC UFO study and had interviewed ~~Howard Cocklin~~, Assistant Chief of the Air Traffic Control Tower crew. Even though Dr. Wertheimer was a member of the project's investigative team, the talk with Cocklin was not included in the study's final report. According to Cocklin some detailed visual sightings were made. Objects were seen that night that were: "...saucer or cigar-shaped, of a gray-green color, with light streaming from the bottom." That leads us to wonder what else has been omitted from official records?

Dr. Saunders mentioned also that an interview was granted by the electronic maintenance chief for one of the radar facilities involved (We do not know which one.) and we learn that the radar was shut down for a half hour after the unknown targets first appeared. On the chance some malfunction was taking place, the maintenance man took apart the set and inspected the components thoroughly. He found nothing wrong so the radar set was returned to operational status. The radar set still picked up the strange targets. While relating the story, the maintenance chief added the fact that the radar set in question was unique at the time, being the first to have a new radar accessory called a "moving target indicator," a device that electronically eliminates returns from the scope presentation that moved too slow or too fast. Dr. Saunders suggests that the new feature may have stimulated UFO curiosity. Since the device was new and had military applications, we can assume that the radar was the one at Andrews and it could also help explain why Andrews tracked fewer targets than Washington National. The MTI device was developed to do away with weather targets so it would be very interesting to check any logs kept at Andrews AFB, but little is available and that lack of information seems suspicious in light of the importance of inversions in the final official explanations drawn up later.

The Washington Post would ask later why private planes and airliners were able to approach the mystery lights as close as two miles, while military jets, it seemed, could not? 137. Such a question invites the unthinkable, that the lights knew the difference and were discriminating.

The same newspaper had this to add:

"Besides the pilots who last Saturday saw the lights, a woman living on Mississippi Ave., SE, told the Post she saw a 'very bright light' streaking across the sky toward Andrews Base about 11:45 p.m. Then a second object, with a tail like a comet, whizzed by, and a few seconds later, a third passed in a different direction toward Suitland." 138.

At 11:44 p.m. the two jets of "Shirley" Flight were vectored toward a supposed target over Andrews. A minute later the jets arrived over the airbase but could see nothing unusual, therefore they were given a new vector. This time Lt. Patterson in Red 1 detected a bright light five miles ahead but as he narrowed the gap to almost two miles, the light "went out." 139. Red 2 piloted by Capt. John Mc Hugo, approached at a higher altitude and reported seeing nothing. 140. Lt. Patterson was then given two more vectors which he followed eagerly but without making the slightest visual contact, and at 11:55 p.m. the pilot of Red 1 noted he was getting low on fuel so he radioed the Barnes' team he was returning to Newcastle. Capt. Mc Hugo in Red 2 stayed in the area and was rewarded with a vector toward a target over Bolling AFB. As Red 2 neared Bolling on what would prove to be yet another useless pursuit, Capt. Mc Hugo did manage to see something like: "...a star through the haze." 141.

The time: 12:04 a.m. It was now Sunday, July 27th.

Washington National was frustrated by the lack of results. They had had Red 2 on their scopes in the middle of a flock of mystery targets, one of which was only a ½ mile dead ahead of the jet but Capt. Mc Hugo, try as he might, could see nothing in the black sky.

Capt. Mc Hugo pulled at his controls and put his F-94 into a 360 degree turn. Looking this way and that, the pilot of Red 2 could only report that there was no fog in the area and that a low fuel level would now force his return to base. 142.

12:05 a.m.

An Air Force Captain assigned to Bolling AFB was flying some military personnel to Washington D.C. and was just an hour from touchdown when he encountered something hanging in the air above Columbus, Ohio:

"Captain Harold B. Kinison, 1100th Air Base Wing, Bolling Air Force Base, reported that while flying a B-25 at 0005 hours on 27 July 1952 from Des Moines to Washington at an altitude of 7,800 feet, at a speed of 220 miles per hour, on a heading of ninety degrees, and at a position ten miles SSW of Columbus, Ohio, he observed a white light flying at the same altitude over Columbus. The light appeared to be stationary until he approached it and then the light appeared to climb as in a 'chandelle.' At the time the climb began, the light separated into two lights of equal size and shape.

"The climb of the lights continued for only a period of from five to ten seconds and when it reached an altitude of 10,000 feet to 15,000 feet it leveled off. Then it started in a westerly direction at approximately 270 degrees, travelling at an estimated air speed of from 75 to 100 miles per hour.

"When the object passed the B-25 in which Capt. Kinison was flying, the object appeared to have flashing lights, two at the top and two at the bottom, which blinked alternately. The Captain believed that he saw one

green light but recalled that none of the lights were red. The lights were visible after the object passed the aircraft; thus Capt. Kinison came to the conclusion that the lights were not landing lights of a conventional type aircraft." 143.

In summation the witness made this statement as recorded by the investigating officer:

"Captain Kinison stated that he was and still is of the opinion that the object was an aircraft but he admitted that the facts which he presented did not support his opinion." 144.

Some mention should be made of the others aboard the B-25 that night even though we have no testimony from them:

"With Captain Kinison in the B-25 were a Colonel Wadman of the Pentagon, a Lt. Col. Shockley also of the Pentagon, another Colonel whose name the Captain did not recall, and the crew chief. All of those persons observed the lights in flight.

"All of the officers aboard the B-25 were pilots, and Capt. Kinison has had over 3,000 hours flying time and has had six years service as an Intelligence officer." 145.

Fournet and Holcomb arrive at Washington National.

Major Fournet, accompanied by Navy Lt. Holcomb, finally arrived at ARTC operations at 12:15 a.m. There they met Al Chop, BLUE BOOK's Pentagon press aide, who had been quicker to respond. Major Fournet and Chop watched the civilian controllers shift plastic chips here and there over the surface of the large horizontal radar screens, the scope faces glowing with illuminated grids. Lt. Holcomb seated himself before one of the scopes and began to examine the blips for himself. After adjusting the set for awhile and watching the mystery targets move around, the Navy expert announced that it was his judgement that at least seven of the strange targets then on the screen were "good and solid" returns. Holcomb then placed a call to Washington National's Weather Station. 146.

Meanwhile, having received assurances from Col. Thomas that he would be kept informed, Ruppelt left ATIC and returned home off base. True to his word, the Colonel phoned Ruppelt at his residence at 12:30 a.m. to give the BLUE BOOK chief his first bare facts briefing about what was going on in Washington. Col. Thomas said that Washington National had been picking up strange radar targets since 9:00 o'clock Saturday night on all scope quadrants and that Fournet was on the job, having just reached Washington National operations. Moreover, interceptions by F-94s had been attempted without success, Ruppelt was told, so that "something else" was to be tried. He did not elaborate on what he meant by "something else." 147.

At Andrews AFB there was intermittent strong returns on their radar until 1:00 a.m., after which the operators noted that all of the mystery targets were of a sporadic and weak character with a single exception of one target moving west to east at 40 mph. 148.

Temperature inversions?

Back at ARTC's radar operations room Lt. Holcomb received the information he had requested from the weather people. As he was told the data over the phone, he wrote it down:

"Temperatures at 26/2200 as reported by Washington National Weather Station:

"Surface 25 degrees centigrade

800'	26	"	"
3,500'	20	"	"
4,800'	20	"	"
10,000'	7	"	"
15,000'	0	"	"
22,000'	-17	"	"
22,800'	-17	"	"
23,000'	-20	"	"

149.

After studying the figures Lt. Holcomb:"...determined that there was a slight temperature inversion(about 1 degree) from the surface to 1,000 feet. However, he felt that the scope targets at that time were not the results of inversion and so advised the Command Post." 150.

After being so advised, the Pentagon Combat Center authorized the scrambling of yet another flight of F-94 jets from the 142th Fighter Squadron based at Newcastle.

At 1:38 a.m. over the loudspeakers in Washington Tower came the static-laced voices of the incoming F-94s whose callsign was "Redman Blue." Washington National replied, asking for the interceptors' altitude and heading. The jets at that time were seven or eight minutes away but the targets then on the radar screens were not as strong in appearance as previously. 151. The only promising report at the time came in at 1:40 a.m. when a single white light was spotted and then watched for a minute and a half as it hovered in the sky 10 miles east of Mount Vernon, Virginia, however it vanished when an investigating aircraft approached within five miles. 152.

As "Redman" flight entered the Washington airspace at 1:47 a.m., it requested information on other air traffic in the area. Washington National radioed that only one aircraft was scheduled to be in the vicinity of the Capital for the moment. The jets descended from 19,000 feet to 10,000 feet and then began to circle, awaiting further information on possible unidentified radar targets. 153.

After orbiting for ten minutes or more, Redman Blue 2 made a visual contact with something to his right so he banked his plane and zoomed at the moving body. As he approached, the jet pilot visually identified the object as a conventional aircraft.

Between 2:10 and 2:21 a.m. Redman Blue flight was vectored toward various radar targets but the attempted interceptions resulted in no encounters with any strange aerial objects. Shortly thereafter, the jets were released back to their base. 154.

Mysterious areas of "haze."

The situation may have calmed down quite a bit in the Washington region by this time, but there was excitement in the radar operations room at the 535th AC&W unit at Highlands, New Jersey, when at four minutes after three o'clock clusters of a half dozen or more of radar targets entered their air defence zone, all of which were unidentified. F-94s were scrambled from Wilmington and vectored into the midst of the unknowns. No visual contact was made. During one run, one jet pilot did see a couple of bright lights perhaps seven miles away near Mount Vernon which were apparently hovering at an altitude of 1500 feet. Changing course the F-94 sped toward the lights, closing within two miles before the lights disappeared. The pilot radioed the radar site directing the jet's interceptions, which had the callsign "Dog Catcher," that there seemed to be no aerial objects in the vicinity of Mount Vernon that could account for the lights, however the pilot made interesting observations and later made some interesting suggestions. The official report concerning the pilot is quoted below:

"The pilot has advanced a possible explanation for these sightings. Every time he was vectored into the area of sightings by Dog Catcher it was noticed that the area was hazy, dark, turbulent, and had a high moisture content. The haze was at approximately 1200 to 1500 feet. Lights were sighted on the ground below this haze area and pilot believes at a distance of from 5 to 10 miles out the reflection of these lights appeared on the bottom of the haze but upon approaching they disappeared. This report will not be followed by a written report since no expansion on the above can be given." 155.

No additional mysterious targets were noted on Washington National screens, although dim and unstable blips, which everyone agreed were due to temperature inversions, were observed. No one was to deny that there had some temperature inversion effects that night, but they would make a clear distinction between the weather targets and the unknowns.

By now it was 4:15 in the morning and Major Fournet and Lt. Holcomb were quite tired in spite of the excitement since the night shift was not their normal hours of duty. The two men left ARTC operations now that things seemed to over, and on their way they ignored the news people camped outside the CAA facility. 156.

"Something solid, metallic."

There was a good reason Fournet had nothing to say to the press. Ruppelt awoke the morning of July 27th curious about what had transpired during the night at Washington so the first thing that morning he phoned Fournet at his Pentagon office. Fournet had yet to go home and rest so Ruppelt was able to get him on the line. Getting right to the point Ruppelt asked right off: "How about the radar targets -- could they have been caused by weather?" 157. To that question came this answer from Fournet: "...everyone in the radar room was convinced that the targets were very probably caused by solid metallic objects." 158. There was a definite reason for that opinion, for according to Fournet: "There had been weather targets on the scope too, but these were common to the Washington area and the controllers were paying no attention to them." 159. This was dynamite stuff and certainly opinions that the military could not indorse without an exhaustive investigation. It was no wonder Fournet had walked by the news reporters without saying a thing! Ruppelt did not question Fournet further for he knew the man was weary from his all night vigil.

Fournet could sleep in without worry because like Saturday, Sunday was free of significant UFO activity until four o'clock that afternoon. There seems to be no logical reason why nothing in particular was reported although it might be noted that news of the big flap during the night had yet to receive wide publicity.

Before moving on we will examine two brief statements given Major Fournet by the Washington National controllers and the radar operators at Andrews. First we will take note of the comments by the team of Washington National controllers which were given to Fournet for the military record:

"ARTC crew commented that, as compared with unidentified targets picked up in the early hours of 20 July 52, these returns appeared to be haphazard in their actions, i.e. they did not follow a/c around nor did they cross the scope consistently on the same general heading. Some commented that the returns appeared to be from objects 'capable of dropping out of the pattern at will.' Also that returns had a 'creeping appearance.' One member of the crew commented that one object to which a F-94 was vectored just 'disappeared from the scope' shortly after the F-94 started pursuing. All crew members were emphatic that most unidentified returns were 'solid.' Finally, it was mentioned that unidentified returns have been picked up from time to time over the past few months but never before had they

appeared in such quantities over such a prolonged period and with such definition as the experiences on the nights of 19/20 and 26/27 July 52." 160.

And here is what the Andrews operators had to tell Fournet:

"We observed and noted a great many targets, some of which later were identified as aircraft (conventional). We continued to maintain sharp lookout and observed targets following very erratic courses, sometimes appearing to stop, then reverse course, accelerating momentarily, and then slowing down. Target sightings were all coordinated with Washington to ARTC and verified, using radar facilities. Another peculiarly noted was the sudden disappearance of targets then suddenly reappearing 8-10 miles further along the same course." 161.

While attention was riveted on the Washington area on July 26th, there were other UFO reports that day and they reveal something of interest. It is an odd fact that, between 7:30 Saturday morning until five minutes after midnight, only six UFO incidents are on record from all sources that might be considered "outside" the Washington D.C. region. Three of the incidents have already been discussed: 1.) Dania, Florida; 2.) Plainview, Texas; and 3.) Columbus, Ohio. The three other cases not yet mentioned are detailed in the following paragraphs.

Omaha, Nebraska:

A yellow-orange, disc-like object estimated to be a foot in diameter, was said to have been visible flying in circles over Omaha, Nebraska, between 9:30 and 9:40 p.m. the evening of July 26th. Civilian observers talked about a searchlight being responsible although at least one person insisted the thing could not have a local searchlight since she had seen both the UFO and the searchlight beam the same time. 162.

Santa Cruz, California:

"Four circular objects...flying around chasing each other. No vapor trail, about the size of a B-17 aircraft, made no sound.

"First observation made at 2240 PDT and last at 2345. Sighted again at 2355 PDT. Observation made 26 July 1952.

"Visual observation from the ground. Observer located NE Santa Cruz, California, at Ground Observer Post #PH 0304. Object sighted between Santa Cruz and Los Gatos at est. altitude of 5,000 ft. Observer was Mrs. (...deleted). Police were notified by numerous other people. Weather clear.

"One F4U-5N dispatched but no contact made." 163.

Plalat, Morocco:

"July 26, 1952, at Plalat, department of Oran. At 10:45 p.m. a luminous object made its appearance in the southeastern quarter of the sky. Its shape became clearer as it drew closer. It was cigar-shaped. It traversed the sky and vanished in a northwesterly direction. There were four witnesses." 164.

It would seem that all six incidents have little in common, but a check of two aspects suggests there may have been some connection between them. Even though occurring in different time zones, the time of the sighting in each case shows a clustering in the late evening: Omaha --9:30-9:40 p.m., Santa Cruz --10:40 p.m., Dania --10:00 p.m., Plalat --10:45 p.m., Columbus --12:05 a.m. (July 27th), and Plainview --7:30 p.m. Next consider the latitude: Omaha --41 degrees, Santa Cruz

--37 degrees, Dania --27 degrees, Plalat --35 degrees, Plainview --34 degrees, and Columbus --40 degrees. All of this may tie into the general north to south shift of UFO activity.

July 27th UFO activity.

At 4:10 p.m. July 27th a couple of sivery dots zoomed over Seattle, Washington, with "meteor-like" speed according to an unnamed civilian. The two dots passed from sight in an east-southeast direction. One went straight, while the other travelled in a curved path. 165.

A person called the Pentagon to say that an opalescent object, circular-shaped, and leaving a trail of smoke, flew around Washington twice with an aircraft "chasing it." The time was 6:30 p.m. 166.

The first incident mentioned above may well have been conventional aircraft. The second report was phoned in a day after the big Washington D.C. UFO flap had made a splash in the press thus may not have any value since there was apparently no other witnesses to what must have been a very noticeable event.

Neither of the two forementioned cases aroused much interest at ATIC and it shows how slim the pickings were on the 27th. However, at 6:35 PST at Manhattan Beach, California, there occurred an incident that prompted the full investigative treatment: a request for a re-interrogation of witnesses, the filling out of a detailed Air Force Form 112(Official UFO report document), and a complete check on all balloon launches and aircraft traffic in the area at the time of the incident. The primary witness was an ex-Navy pilot employed as an aircraft engineer. Seven other persons were said to have verified the sighting although statements were not obtained from them apparently since such information cannot be found in BLUE BOOK records.

The engineer, a Mr. J.E. Kampf, begins his story with a run-of-the-mill account of an aerial object of the flying saucer type: "The object was elliptical or delta-shaped, three dimensional, and appeared to the naked eye about the size of a dime. It was a bright silver color with gray in the rear." 167. It is when he tells of the UFO's movement that his story becomes intriguing:

"When first sighted it appeared as only one object but later broke up into seven objects. There were no exhaust trails or sounds. It broke up very smoothly and the turns were smooth. It appeared as a stack of coins that separated into seven in a V-formation of three objects followed by two formations of two each. The entire operation was very gracefully executed. It was overhead at Manhattan Beach and turned south breaking up and disappeared out of sight on a north-northeast heading. It was travelling at a very high rate of speed and very high altitude." 168.

Now compare the above account with the contents of a telegram from Ed Sullivan, director of the Los Angeles based "Civilian Saucer Investigations," sent to Ruppelt at ATIC on July 27th:

"New phenomena reported past three evenings. Bright object with red rim split into three pieces 7 p.m. Thursday seen by groups in Bellflower and Reseda. On 7:30 p.m. Friday same type object split into six pieces seen by group in Hawthorne and reported by C.A.P. Major. Saturday 7:55 p.m. San Pedro police officer reported object split into three pieces. Most interesting because no newspaper publicity to suggest splitting characteristic to observers in widely separated communities." 169.

"Come see the funny thing in the sky."

Some adults were dinning at the home of Robert Barke's, in the residential section of Bethesda, Maryland, 8:00 p.m. the evening of July 27th when two youngsters that were playing in the yard rushed indoors and cried: "Come see the funny thing

Ghostlike Objects Chased By Jets Over Washington

Air Force Pilots See 'Unknowns' But Are Unable To Overtake Them

WASHINGTON, July 27 (UP)—The Air Force reported Sunday that its jet fighters spent several hours Saturday night chasing ghostlike "objects" through the skies above the nation's capital.

The "unidentified objects" were first discovered on radar screens here at 9:08 p.m. EDT Saturday. Similar objects had been seen on the radar screens a week ago.

The Civil Aeronautics Administration's air route traffic control center said it saw from four to 12 of the "unknowns."

Officials quickly notified the Air Force and two jet interceptors

Jet Pilot Gives Chase

The jets scrambled to the area of the "unknowns" which they reached at 11:25 p.m. One of the pilots, who was not immediately identified, almost immediately spotted four lights in the sky ahead of him.

He said he tried to overtake the lights but was unable to reach them. He said the lights were about 10 miles ahead of him and were unable to descend this distance.

Jet fighters can fly more than 600 miles an hour.

The jet pilots stayed over the capital searching for the "unknowns." The CAA attempted to direct the pilots to the objects showing on its radar screen.

'Steady White Light'

At 11:49, the pilot who saw the earlier lights again "made visual contact" with the objects. This time he described the strange phenomenon as a "steady white light."

He said the light disappeared within a minute.

The second "object" was spotted, the pilot said, about 10 miles east of nearby Mount Vernon, Va., the home of George Washington. This time, the light was about five miles in front of him, he said.

An Air Force spokesman said the pilots "flew all over the sky trying to make new contacts with the 'unknowns,' as the Air Force called them.

At 12:15 Sunday morning, the two pilots left the capital area. They were replaced at 1:40 by two new jets.

The new jets patrolled the capital and nearby Virginia and Maryland until 2:20 a.m.

Objects Spotted Week Ago

"No further contacts either, visual or radar were made by the Air Force planes although the unknowns were apparent on the CAA scope," the Air Force said.

Just one week ago Saturday, eight other unidentified "objects" were spotted on the CAA's radar screen over nearby Andrews Air Base. These appeared about midnight. Airlines pilots reported seeing lights moving up and down along the Atlantic Coast at the same time.

The Air Force was not informed of the objects last week and so did not send aloft any interceptors.

in the sky!" The grownups stepped outside into the hot, windless, evening air and peered to the northwest where a round disk, with a slight thickness, slowly sailed across the sky. It looked to be metallic, silver-colored, object traveling horizontally. At times it appeared to wobble. It seemed to be about 2,500 feet high as it moved past and disappeared into a cloud(See drawing.). 170.

The same, or a similar object, was viewed an hour later at Washington National airport by a Sgt. Thomas Froellick and a woman companion who worked at the Pentagon assigned to the Documents and Dissemination Branch, D/I HQ USAF. Their object, casting reflections, wavered and then rose vertically until it was out of sight. 171.

"Are you withholding information?"

The phone rang at the Ruppelt residence in Dayton, Ohio, 9:30 p.m. the evening of July 27th, and when the off duty BLUE BOOK chief picked up the receiver he found himself talking to a reporter for a Washington D.C. newspaper. The zealous news-hawk wanted some answers and he was not bashful about interrupting Ruppelt's private life. Ruppelt told the man to go through the usual procedure of contacting the official Air Force PIO man at the Pentagon, a reply that infuriated the reporter who was not put off that easy, claiming that he had been the victim of a "run around" all afternoon. Expressing his sympathy, Ruppelt was, nonetheless, determined to make the reporter adhere to military regulations. The newsman still tried to extract something from Ruppelt asking if the report on the 26/27 of July Washington D.C. flap had been studied by BLUE BOOK yet, which was met by Ruppelt's defensive, and at the same time uninformative, acknowledgement that the data had been received but that nothing could said about it. That reply was countered by the reporter's charge that:"...the Air Force was withholding information that was vital to the press." 172. Ruppelt came back with a remark that:"...he didn't know whether that was true or not...", 173. expressing his sorrow that no interesting quotes could be given out for tomorrow morning's editions. The reporter still got in another question concerning just what could have caused all the mysterious radar targets. Ruppelt also brushed that aside with a "no comment." His bloodpressure rising, the reporter tried to pursue the radar question by declaring that although he knew nothing about radar, it was his assumption that radar targets were triggered by solid bodies. This finally drew out Ruppelt a bit, who still refused to make any official statement about the Washington UFOs but he did give his caller a short lecture on radar, explaining that there was a number of ways false targets could be generated. That took some of the fire out of his inquisitor who retreated to a mild inquiry about when the Air Force felt an evaluation might be available and that Ruppelt might at least say something about his affiliation with BLUE BOOK in the way of background information. Ruppelt had no comment about any evaluation, and as for information about his BLUE BOOK role, the reporter was referred to a recent UFO article in LOOK magazine. With that, Ruppelt terminated the conversation. 174.

If there was anything learned by the phone call, it was that a showdown with the newsmedia would not be too far in the future. Ruppelt was to leave for Washington in the morning for his usual trip to the Pentagon but he was aware the week ahead would be far from routine. Ruppelt knew that ATIC was keeping quiet about reports that had been streaming into BLUE BOOK because the project simply did not have the means to confirm stories "difficult to believe," as they put it, due to the shocking fact that the sources of many such reports were military observers, thus would need exhaustive investigations. 175. Only years later would Ruppelt admit publicly withholding data. At this time, however, he didn't dare.

At Washington D.C. at 10:00 p.m. a resident of the city phoned the local FBI office. A Bureau official wrote down:

"...a Mrs.(...deleted) of Arlington, Virginia, reported that between 2000 hours on 27 July 1952 and 0200 hours on 28 July 1952 she observed a white light over the Pentagon. This light hovered immediately over the Pentagon, then made a direct descent toward it, stopped, and veered off. Mrs.(...deleted) could not describe the object from which the light emanated and only described it as being a white light." 176.

Telex messages were now coming in from Langley Field, Virginia, detailing a visual report of a blue-colored flying object over Williamsburg, an object that was first seen hovering, disappearing and re-appearing, before making a rapid passage to the west. 177.

Cylinder over Delaware.

Three fighter interceptors from Newcastle County Airport, where the jets from Andrews AFB were being temporarily stationed and where the F-94s had been scrambled from in a fruitless attempt to engage strange radar targets over Washington D.C., were conducting training in camera gunnery above the Delaware countryside. From his front yard in the city of Wilmington, a Mr. Thomas watched the aerial game. While gazing at the F-94s, Mr. Thomas noticed that some distance above the maneuvering jets and apparently unnoticed by the pilots of the interceptors, was an strange upright cylinder, grey in color, and with a slightly domed top and bottom. The odd cylinder was moving, it appeared to him, at the same speed as the jets. After being viewed for some 90 seconds, the mysterious object suddenly flashed a silver light and then vanished. 178. Was it a balloon, a tow target, or a UFO monitoring the jet's interception procedures? At times, when reading the UFO reports made during this period, the last named suggestion does not seem all that far-fetched!

The same, or a similar cylinder-shaped body, perhaps 3/4 the size of an ordinary aircraft, was spotted speeding eastward over Brightwood, Maryland, some 30 minutes after the forementioned sighting at Wilmington. This time, apparently because it was in powered flight, the object had a yellowish-red color at one end, gave off sparks, and emitted a shell-like whistle. An employee of the U.S. Agricultural Department reported the sighting. 179.

At midnight the Ground Observer Corps sighted an object at Ripley, New York, which was said to be round, glowing with a white light, and moving about 200 mph at 5,000 feet. 180.

Another Drive-in case.

The Pacific northwest was stirred by UFO activity the night of July 27/28th. In one case two women at a drive-in in Spokane, Washington, observed about a dozen brilliant white lights in loose formation sweep overhead going south. With the ladies at the time and who verified the sighting, was an Air Force Major whose last name was Freeman, a Wing Communications Officer of the 11th Strategic Recon Wing. Others at the theater also noticed the lights and expressed amazement although only the Major officially reported it. 181. At the same time, 11:30 p.m. PST, patrons of another drive-in across town saw some luminous white discs with the appearance of a clay pigeon. The "clay pigeons" came out of the northeast and vanished from view behind the screen. It was said that somewhat earlier at the same drive-in a pair of similar white glowing objects passed overhead in an in-line formation. 182.

Meanwhile, elsewhere in the Western U.S.

At about the same latitude as Washington D.C., in southern Indiana, excitement erupted over strange sky activity early in the morning of July 28th. The excitement centered at the city of Franklin, which is some 15 miles directly south of the city of Indianapolis. City police, state lawmen, civilian defense authorities, and

military personnel stationed at Camp Atterbury, were drawn into a controversy over some mysterious lights maneuvering in the black vault of the heavens above the local countryside. Persons living in Shelby, Bartholomew, and Johnson counties witnessed the phenomenon between midnight and 5 a.m. The Johnson county Civil Defense Director, Robert Wolfe, and Franklin City Police Chief Captain Lee Sloan, viewed the display and made known their impressions. Wolfe, a long-time sceptic of UFOs, was profoundly mystified. The objects, Wolfe noticed as he watched them, moved quickly, dancing all over the sky and occasionally were "chasing each other." Two Indiana State Troopers, Charles Longstreet and Norman Nellis, each patrolling in a different part of Shelby county, both radioed headquarters at 1:00 a.m. to report strange aerial bodies. Each radio account was similar, both lawmen describing a star-like point shifting back and forth, occasionally hovering. Later, at 2:00 a.m., officer Longstreet made another sighting which was very similar to his first: "It was very high in the sky. It was like a star. It moved up and down and back and forth, and at times would hover." 183. Army sentries at Camp Atterburg that night reported much the same thing.

The Indiana reports were immediately forwarded to the Air Defense Command Filter Center at South Bend where the officer in charge, Air Force Captain F.R. Shafer, let it be known that at least two hours a day was being spent studying Indiana UFO reports. When we say, "he let it be known," we should take note that unlike the other Air Force officers assigned to GOC operations, Captain Shafer seemed to believe in UFOs and discussed the issue freely with the press. As an example, Captain Shafer did more than talk about the sightings of the evening of July 28th, he volunteered the fact that his most extensive UFO file covered the Lafayette area where local GOC post supervisor Barry O'Connor was logging UFO sightings on an almost nightly basis, and had been doing so since the 18th of July.

Concerning the UFO show of July 28th, police on duty in the streets of Indianapolis, Seymour, and Connersville, were fascinated observers and one quote from a cop patrolling the city of Seymour is one you don't hear everyday: "The things were so weird I hesitate to even talk about them." 184.

"Dogfight."

A more interesting description of the spectacle in the sky came from the Civil Defense Director of the city of Franklin, Robert Wolfe. The excitement at Franklin began when hundreds of motorists travelling U.S. Highway 31 sighted the sky objects. One motorist drove to police headquarters in Franklin to alert the authorities. Franklin police in turn contacted Wolfe since it seemed to be more of civil defense problem than a law enforcement matter. With a police escort Wolfe drove to the outskirts of the city beyond the glare of street lights. Arriving at a spot suitable for viewing the sky, Wolfe and some members of the Franklin police force gazed upward. At first they saw nothing and had to wait, but the wait was a short one. According to Wolfe, a trio of glowing bodies came into view. One glowing body, casting off a blue radiance, came over the southern horizon head-in the direction of Franklin. A second glowing body, this one an orange-yellow in color, sailed in from the north; while a third, white tinted object, approached from the east. When the three object reached a point above the city of Franklin, they put on a "dogfight." Wolfe remarked: "The white and yellow ones were chasing each other under what I'd call the Little Dipper." 185. He said further:

"I can't tell you the size of them, or I can't tell you how high they were. I can tell you they traveled at a high rate of speed.

"When they chased each other, they danced all over the sky --like a kid pulling up and down on two or three balloons.

"After watching these two for a while, we picked up a third --the blue

--over to the right and on the same horizontal plane." 186.

Alarmed, Wolfe notified the Civil Defense Filter Center at South Bend. The Center told him to "standby," and standby he did, but no jet interceptors arrived in Franklin skies. Finally, at 3:30 a.m., after a second phone call urging action, Wolfe received assurances the Air Defense Command had been alerted. By 4:00 a.m. no aircraft had yet appeared and the mystery objects tired of their gyrations and fled south, passing over Attebury AFB where some military personnel observed the passage. The last sighting of the night was at 5:00 a.m. when State Police spotted something suspicious that streaked over Franklin going in a northern direction. 187.

"New orders."

The UFO haunted Washington National picked up another strange radar target at 3 a.m. and radioed an Eastern Air Lines Constellation in the area to make a visual check of the sky. As the Constellation moved in the radar target's direction the blip in question abruptly vanished. The Constellation's pilot, flying on the vector given him, shortly radioed that he could see nothing ahead of him even though visibility was at least 15 miles. Back at Washington National, the controllers were suddenly startled to see the strange target re-appeared, following the airliner.

Later, at 3:12 a.m. EDT a Capital Airlines plane took off from Washington D.C. on its way to Martinsburg, West Virginia. The ARTC controllers radioed the Capital passenger plane to keep a look out. This time the pilot observed a flight of odd lights for some 12 minutes. No interceptors were sent up to investigate, however, due to a reason having to do with some "news orders" which were the source of some sharp exchanges the next afternoon. 188.

More UFO reports came in from the U.S. Northwest at 5:50 a.m. A V-formation of 12 objects was reported hovering over Helena, Montana, for a while and then left in a southwest direction. 189. Two silver objects travelled at a high speed over the city of Bismark, North Dakota, later that morning at 10:00 a.m. 190.

By 11:00 a.m. GOC observers contacted the Filter Center at White Plains, New York, about a mystery object sailing over Jersey City, New Jersey. The observer believed he was viewing a machine of some sort(See drawing.). 191.

"Standard reply."

Dr. J. Allen Hynek, astronomer at Ohio State University(His connection with the Air Force's UFO project was not mentioned.)told the press that:"...he thinks the persons who have reported seeing 'saucers' were not just letting their imaginations get the best of them. He said he was convinced these persons saw something." 192.

Other than that, Dr. Hynek chose his words carefully in his "pro-UFO" remarks. He suggested that it was:"...highly improbable that the 'saucer' come from another planet. There would be too vast a distance and too much of a engineering problem involved." 193.

A scientist, who asked that his name be withheld, told the United Press he was annoyed with the government, saying that the concentrations of UFO reports in the vicinity of atomic research facilities, and now the Nation's Capital, was "slightly fishy" and it probably meant that the mystery objects could be attributed to a U.S. secret weapon. And if that was true, the scientist complained that:"It's time the government quit playing jokes on the people." 194.

The Indiana flap threaten to reach spectacular levels of notoriety coming as it did on the heels of the Washington D.C. manifestations. The Indianapolis News headlined:"HUNDREDS IN STATE SEE FLYING SAUCERS."

Influential Drew Pearson, in his "Washington-Merry-Go-Round" column, took notice

DIANAPOLIS NEWS

The Great Hoosier Daily Since 1869

"Where the Spirit of the Lord Is, There Is Liberty."—II Cor. 3:17

CITY
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MONDAY EVENING, JULY 28, 1952

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HUNDREDS IN STATE SEE 'FLYING SAUCERS'

Franklin 'Dogfight' Alerts State Troopers

Three "flying saucers" were spotted by hundreds of Hoosiers, including police and military personnel, over South Central Indiana early today.

The objects appeared to have a "dogfight" over Franklin and disappeared as dawn approached.

Troopers from three state police posts—Indianapolis, Selmour and Connersville—kept a running check on the saucers for more than 4 hours.

Authorities at Camp Atterbury

tion and called attention to the bounding object in the sky.

Franklin police alerted Wolfe. "I went out in the country with the police to a place where we could see clearly," the civil defense director said. That was



of the recent rash of UFO sightings by giving over the whole of his daily essay to the sky riddle, making no bones about being open to an exotic answer to the problem. Wrote Pearson: "...the Air Force, long skeptical about flying saucers, has now made some official and important admissions." 195. He listed the "admissions" and while accurate, the columnist left out the fact that the so-called "admissions" did have their detractors in the Pentagon. Not every high-ranking official saw substance behind UFO reports, at least not those whose job it was to adjudicate the issue, or so we are led to believe.

Pearson's version of the military's feelings went:

- "1.) Something solid showed up on radar over Washington.
- 2.) Flying saucers might be space ships from another world, a concept not so farfetched since the Pentagon was sponsoring atomic research, that in time, could mean possible travel in space.
- 3.) Camera equipment tracking posts to watch for strange objects had been established in the U.S. southwest. Moreover, the Civilian Ground Observer Corps had been placed on heightened alert.
- 4.) Wright Field was engaged in special UFO research, i.e. charting and plotting, looking for correlations." 196.

In all, the column was a reflection of the information presented in the newspapers and recent magazine articles and thus nothing new, but the fact that Pearson was beating the drum concerning the matter indicates that things were heating up behind the scenes. It was point number one which referred to a belief that something solid was responsible for the Washington radar targets that was new and was stirring up trouble.

The military had a few words of its own to say that afternoon which were carried by United Press newswire. The newsservice acknowledged in its teletype messages that it had learned that: "The Air Defense Command has alerted jet interceptor pilots to take off instantly in pursuit of any unidentified objects in the air sighted anywhere over the country." 197. The newsservice noted, however, that in spite of the recent tracking of unidentified radar targets: "...the Air Force remains skeptical saying that the reports have shown no pattern which would indicate the objects are being controlled by a reasoning body." 198. Also: "The new flurry, the Air Force said, is similar to reports in the past and indicate no 'threat to the United States.'" But it said 'each report is being given a most careful and complete analysis.'" 199.

Were they?

Because of delays Ruppelt's plane did not arrive at Washington until Monday afternoon. Accompanied by Major Ed Gregory of ATIC, Ruppelt deplaned at Washington National and walked through the air terminal. He couldn't help notice that by then the afternoon editions were on the newsstands and they all headlined UFO stories: FIERY OBJECTS OUTFRONT JETS OVER CAPITAL -- INVESTIGATION VEILED IN SECRECY FOLLOWING VAIN CHASE, JETS ALERTED FOR SAUCERS -- INTERCEPTORS CHASE LIGHTS IN DC SKIES, EXPERT HERE TO PUSH STUDY AS OBJECTS IN SKIES REPORTED AGAIN.

Ruppelt remembered joking about the identity of the "expert" in the headlines and then his shock when he arrived at his hotel to discover it was he who was the man of the hour. Newspeople mobbed him and Gregory in the lobby and they had to force their way through the crowd on their way to the elevator, all the way shouting "no comment, no comment." 200.

"New orders -- explained.

The Washington Daily News in particular was really pressing the Air Force on the

Air Force on the UFO issue. It's reporters had ferreted out the fact that earlier that very morning more strange aerial traffic was supposed to have been tracked by Washington National. Controllers at ARTC were questioned by Daily News reporters who learned about the Eastern Airliner investigating a strange radar target that disappeared and then "came back in behind the plane." When newsmen asked why no Air Force jets were scrambled, they received an odd reply: "We were too busy with other things and besides these objects aren't hurting anybody." 201. Unable to believe their ears, the reporters demanded a better answer than that from a CAA spokesman who then explained that the: "...Air Force won't hear about anymore saucers unless they can be seen [and]...airport employees now have orders not to report radar pick-ups unless they have been confirmed by visual sightings." 202. That just excited the Daily News people even more, so the newspaper editors sent reporters to the Pentagon to insist on a comment. An Air Force spokesman met with the reporters and defended the decision not to scramble jets because the military did not know "where to sent them." Here is how it was explained in a Daily News story:

"We were unable to confirm the objects on any of our scopes and therefore we did not send any plane into the air," an Air Force spokesman said today.

"In order to direct a plane once its in the air, you have to know where to send it. The report said the objects appeared on one side of the radar screen, moved to another, appeared somewhere else --in other words there was no path."

"He said there is 'no point in sending planes' to a general vicinity to patrol, because it takes only a matter of minutes to get jets into the air when you really get something." 203.

Inadvertently, that left the Air Force spokesman open to attack. The PIO was reminded that shortly after the Eastern Airlines plane's attempted intercept, a Capital Airliner did see something, strange lights that were visible for 12 minutes! This staggered the PIO man who did not make an effective reply:

"The Air Force spokesman said he did not know why no jets were sent up during the 12 minutes that the airline pilot followed the lights. 'I don't know whether he reported back to station, or made his report after he landed,' the spokesman said. 'There is no accurate time sequence.'" 204.

As a last resort the PIO man dumped it in the lap of poor old Capt. Ruppelt who just the week before didn't have cab fare to make the rounds and question UFO witnesses in the Washington area. He said of Ruppelt:

"He said he understood the spots were on the airport radar screen 'for a while,' but he did not know whether they were still there at 3:15 a.m. EDT when the Capital flight took off.

"That's what Capt. E.J. Ruppelt is for,' the spokesman said. 'To establish a sequence and get a clear picture of things.'" 205.

Apparently fearing that a simple brush off would be ineffective, the PIO man moved a little in the direction of confirming the possible existence of something substantial behind UFO reports:

"The Air Force will rely primarily on physicists for its 'flying saucer' investigation. This is in line with a tentative opinion already reached in some Air Force circles that that variously described mystery objects in the sky actually are physical phenomena, however imperfectly understood up to now, rather than actual disks." 206.

"SHOOT THEM DOWN!!!!"

Air Force Alerts Jets To Chase 'Flying Saucers' Anywhere In U. S.

WASHINGTON, July 28 (AP)—The Air Defense Command alerted jet interceptor pilots Monday to take off instantly in pursuit of any "flying saucers" sighted anywhere in the country.

It acted after F-94 jets unsuccessfully chased "glowing white lights" seen in this area Saturday night. Mysterious objects also had been spotted the previous Saturday.

The new saucer reports included unexplained appearances on radar screens, but the Air Force reports have shown "no pattern which would indicate the objects are being controlled by a reasoning body."

Statements by "eye witnesses," including Air Force and commercial pilots, are being studied and evaluated here and at Wright-Patterson Air Force Base, Dayton, Ohio. Meanwhile, interceptor planes are ready to go about at any time.

Jet Chase Falls

"The Air Defense Command's mission is air defense of the United States and it is vitally interested in anything unidentified that flies in the air," a spokesman said.

The futile attempt to intercept the objects seen in this area over the week-end was undertaken by planes from Newcastle, Del., Air Force Base. The control tower at National Airport said as many as 12 strange "blips" of light appeared on its radarscope.

National Airlines Pilot J. E. Lundy of Jacksonville, Fla., said he had seen mysterious amber-colored lights last Saturday and the night of July 10 near Washington. He said he was traveling at about 17,000 feet when he was directed to observe the phenomena by the airport radar operator here. He speculated the Air Force might be testing secret atomic aircraft.

Spotted In N. Y.

Joseph Pulsoni, supervisor of an air spotting post at Tarrytown, N. Y., reported he saw mystery

lights in the sky Sunday night. He said they were visible in motion for a brief time and then disappeared.

The Air Force said it has received more than 1,000 saucer reports in the past few years but "only a smaller percentage of those received from reliable sources remain unexplained."

It said the unexplained ones

could be "misinterpretations of various conventional objects, a mild form of hysteria, meteorological phenomena or hoaxes."

The new flurry, the Air Force said, is similar to reports in the past and indicate no "threat to the United States." But it said "each report is being given a most careful and complete analysis."

WEDNESDAY EVENING, JULY 29, 1952

Object Swoops Over Highway, Scaring Driver

By Associated Press

ENID, Okla., July 30.—A photographic supply salesman told police he was almost swept from the highway last night by a huge "flying saucer" which swooped low at terrific speed.

Sid Eubanks, 50, Wichita, Kan., told his bizarre tale to desk Sgt. Vern Benell, who said the man was still trembling when he walked into the police station.

Eubanks said the mystery object, appearing as a "yellow-green, then yellow-brown streak about 400 feet long," suddenly swooped low over U. S. high No. 81 and completely reversed directions, disappearing in a few seconds into the west.

He said the "tremendous pressure" nearly threw his automobile off the road.

The INS newsservice then came up with something that caused a furor:

"The Air Force revealed today that jet pilots have been placed on 24-hour nationwide 'alert' against 'flying saucers' with orders to 'shoot them down' if they refused to land.

"It was learned that pilots have gone aloft on several occasions in an effort to shoot the mysterious objects to the ground but never came close enough to use their guns." 207.

An attempt to confirm the "shoot them down" order extracted this much from one Air Force PIO officer, a Lt. Col. Moncel Monts: "The jet pilots are and have been, under orders to investigate unidentified objects and to shoot them down, if they can't talk them down..." 208.

As the afternoon turned into evening July 28th, UFO reports increased in number and began to come from widely scattered areas, with most originating from the latitude of Washington D.C. or north of it.

At 4:00 p.m. a star-like point of light over Del Paso Heights, California: "... intermittently moved very rapidly then remained motionless for a brief period." 209.

Just across the bay from Halifax, Nova Scotia, is the town of Dartmouth. Both municipalities lie along the east coast of Nova Scotia and look out over the Atlantic Ocean. A brief 45 word story off the newswire datelined Dartmouth, July 28th, referred to a report made by a local Canadian woman, a Mrs. R. Cohoon, who phoned a nearby Canadian Naval aviation base to inform them she had observed a strange flying object circling a local ball park at "terrific speed." She swore the object resembled a "flying dinner plate."

The New York Daily News confirmed that UFOs in its area favored down State New York: "From July 18th to the 28th some 60 UFO reports were forwarded to Mitchel AFB. All of the reports were from the New York City area." 211.

Far to the south, at Nuevitas, Cuba, a quartet of unexplained luminous objects were reported, portending greater UFO activity in Latin America. 212.

Three witnesses at San Antonio, Texas, watched as a nickel-colored oblong object flashed by at extreme speed going northeast to southwest. The report mentioned that the object was: "Followed by an apparent vapor trail. Vapor trail dissipated very rapidly except for a small portion directly behind object." 213. A comment by the Air Force officer that prepared the report read: "As in the majority of FLY-OBRPT reports, these observers are sincere and definitely convinced that they saw 'something.' but no more credence can be given this report than in the previous ones." 214.

Dark objects, two abreast, round and travelling at a very high speed, were supposed to have been seen over the cities of Hayward and Alameda, California. The witnesses, an Air Force T/Sgt. and an unidentified woman, filed a report with Hamilton AFB, saying that the UFOs came into view at 6:45 p.m. travelling southwest. 215.

Cairo, Illinois, seems to have been a rendezvous point of sorts on the 28th at 8:58 p.m. GOC observer John Sanelbon happened to notice three "huge stars" in the heavens over the city of Cairo. While trying to determine if the lights were real stars (They were at least three times the size of any other star he could see.), two more such lights sailed into view and moved to the vicinity of the aforementioned trio. All five then flitted away at a very high speed in irregular movements. 216.

More reports.

From a person living east of Herndon, Virginia, came a story of seeing a big amber colored ball zipping northwest across the countryside at 9:13 p.m. 217.

Indiana again.

An Elkhart, Indiana, amateur astronomer by the name of Leland Haines was observing the stars at 9:30 the evening of Saturday July 28th. He said he viewed a formation (He gave no details of the formation's configuration.) of objects approach which he described as: "...disked-shaped objects of a reddish color," and when the formation reached a point overhead with the constellation Ursa Major as a backdrop, the formation came apart with its elements shooting off in every direction. 218. The reader should note that there some similarity here with the Manhattan Beach case.

A V-formation of some sort of objects passed over Burley, Idaho, at 9:55 p.m. MST according to a witness in that town. 219.

East of Tyrone, Pennsylvania, at 10:06 p.m. American Airlines flight #519, flying at 18,000 feet, radioed Flight Service at Middletown that they were seeing small flying bodies darting around a thunderhead. A scramble of two F-94s was authorized but no contact was made. 220.

Radar targets picked up by the 674th AC&W St. Paul, Minnesota, unit between 9:30 and 11:00 p.m. the night of July 28th, prompting the scrambling of T-33 jets of the 109th squadron, were apparently verified by visual sightings made by an observer on the ground at St. Paul. The things resembled aircraft landing lights without beams, an orange-white in color. 221.

Two of the better reports that evening were the following:

Heidelberg, Germany:

"Saucer-shaped object, appeared to be constructed of light metal. At various times during observation, appeared to have shafts of light emanating from it. Object made a 90 degree turn during observation. Disappeared in ascent. Object appeared to move slowly until ascent. Monday 28 July 52, 2220 hours local for a period of 4 to 5 minutes. Visual observation from surface. Observed from Patton Barracks, Heidelberg, Germany. First sighted at angle of approx. 25 degree elevation from ground level in an easterly direction continued upward to an angle of approx. 45 degrees, distance unknown. Observers Sgt. (...deleted) Special Troops, HQ USAREUR, witness PFC, 775th Signal Batt.

"During observation an aircraft passed overhead at which time object appeared to stop and remained stationary until overflying aircraft had passed by." 222.

Miami, Florida:

"Mrs. (...deleted), of this city reported sighting two flying objects at 10:45 hours on 28 July 52 over Miami. These two objects were very bright, and red in color. Relative to her position one was at 11:55 and the other at 11:35. The object at the 11:55 position rose slowly and then darted out of sight to the south at an extreme rate of speed. The second object hovered awhile, then moved in a semi-circular motion* to the former position of the first one, and suddenly darted up and out of sight at a terrific rate of speed in the direction of North Miami Beach." 223.

A pale blue object, no shape mentioned, was supposed to have circled in the air at about 1500 feet in the vicinity of Burbank, California, 11:35 p.m. July 28th.

* A similar motion prior to a fast movement is mentioned in the testimony of Airman Brady, who, back on the evening of July 20th when strange radar targets were being tracked on Washington radar, saw a bright object that zoomed across the sky but just before it took off, Brady said it made an "arc-like," or a "kind of circular movement."

July 29-1952

Whatever They Are, Flying Saucers Pu

By SAUL PETT

Associated Press Staff Writer

Animal, vegetable or mineral, optical illusion, light reflection or actual substance, the phenomena known loosely as "flying saucers" were as busy as the Democrats last week.

In the New York area, in Washington, D. C., in New England and Ohio, reports came in of strange aerial objects that defied immediate explanation. The Air Force

said the volume of such reports was the heaviest it has been in five years.

Most of the recent sightings were made by relatively competent observers, by pilots, airport control tower men and civilian air defense spotters. In one case, radar technicians at the airport in Washington reported unidentified, unexplained "blips" on their radar scopes the same night other people saw strange lights in the sky.

All this added significance but no solution to the great celestial mystery which has puzzled, fascinated and sometimes frightened the nation since the first "saucers" were sighted in 1947.

But the Air Force could only say what it has said before:

"There is still no concrete evidence to prove or disprove the so-called 'flying saucers.'"

The fact that radar picked up unidentified "blips" does not, the

In Busiest Week On Record

spokesman said, necessarily indicate the presence of actual substance instead of mere light. A radar contact, he said, can be caused by an electronic disturbance in the sky, malfunctioning of the radar set or an actual substance.

But on the same night, Saturday night—and in the same general area—that the radar made its unexplained contacts, two airlines pi-

lots reported strange lights in the sky.

Flying between Washington and Martinsburg, W. Va., Capt. S. C. Pierman said he saw seven objects, moving at tremendous speed at times, hanging almost motionless at other times. He said they were like "falling stars without tails" but he added he had never seen a shooting star move so fast.

Another pilot said he saw a light trail his plane to within four miles

of Washington.

In Massachusetts, "silver disks" in the sky were reported by two members of the Ground Observer Corps and a wartime flight engineer. Other sightings, varying in descriptions, were reported from Burlington, Vt., South Portland, Me., and New York City, and in France, a man claimed to have photographed a brilliantly lighted "oval saucer" flying between 9,000 and 24,000 feet.

It dropped down, hovered, and then rose out of sight, according to the observer who was an experienced radio operator and who said that the object emitted a "rippling" sound at about 500 cycles during its descent. 224.

July 29, 1952: the biggest day in UFO history?

Between midnight and 8:20 a.m. just single UFO report is on the books, but the importance of that one case makes it a memorable morning. Three statements concerning the encounter are on BLUE BOOK microfilm, all originating from the 61st Fighter-Interceptor Squadron, 4708th Defense Wing, Selfridge AFB, Michigan. The three are nearly identical. One is quoted below:

"The undersigned, on 29th July 52, was on a routine training mission, acting in the capacity of radar observer. In our flight were two F-94B aircraft. We had just finished six intercepts on a B-36 at approx. 9,000 feet. After completing our intercepts we started climbing out on a heading of 270 degrees to an altitude of 20,000 feet. When we reached that altitude, Avenger (GCI control) called us and asked us if we could see a target at three o'clock low. We looked at 3 o'clock low and could not see anything at all. We were then told to look high. My pilot, Captain Edward J. Slowinski, then started a starboard turn and as he did, I picked up a target on my scope at 60 degrees. I kept the pilot in a starboard turn until I had the target at 12 o'clock, four miles out, when I locked on the blip. I stayed locked on for 30 seconds when the blip jumped lock. However, in that short space of time, I was able to determine that it was an airborne target four miles ahead and level with us. On my visual observance, the target kept putting off what seemed like a changing light in definite sequences of white, red, and bluish-green. That is the only means of identification we had. From a bombardier radar observer, and navigator, I have never experienced any sighting like this before. (Signed: 1st Lt. Victor Helfensein)." 225.

The visual sighting by the aviators and the airborne radar contact, confirmed by ground radar, established the fact that a solid aerial body was being pursued. Missing, however, is evidence that the object was an extraordinary aerial object. The GCI site "Avenger" provides that evidence by giving us information on the horizontal movements of the UFO.

Initial radar contact by "Avenger" showed the object streaking south across Saginaw Bay, Michigan, at some 625 mph. This was not an impossible speed for an aircraft (It was near the top speed of a F-94.) but it eliminated the possibility that the thing was a civilian aircraft.

A curious fact is that a number of radio transmissions were made to the jet attempting the intercept but it was only when the GCI site announced that it had both the jet and the UFO on the scope, properly located so an intercept vector could be computed, did the UFO seem to react. Right after the GCI site radioed it had both the jet and the UFO on its screens, the UFO abruptly made a 180 degree turn which the "Avenger" controllers felt was too sharp a turn for a jet to make, and headed back north toward the Canadian wilderness.

When the jet radioed that the UFO had broken airborne radar lock, the GCI controllers could tell why. The distance between the jet and the UFO had doubled in one antenna sweep. In just seconds the UFO's speed jumped from 600 mph to 1200 mph! This "leaping ahead" was noted by the controllers several times, with each such leap covering four miles and taking just ten seconds to complete.

Unable to close with the fleeing UFO, the F-94 radioed that it was getting low on fuel and would have to break off the chase. As the fighter turned away, the

GCI controllers saw the blip slow to half its previous speed as if it knew the chase was over!* 226.

Confusion in Washington.

On the fourth floor of the Pentagon where Air Force Intelligence had its offices, the morning of the 29th was one of confusion. Everyone was convinced that intensive investigations should be launched but there was no agreement on how or where to begin. In the meantime, still other UFO incidents were in progress out West that would only disturb Ruppelt and the others in the military even more.

Walker AFB.

Between 8:20 a.m. and 9:40 a.m. (note that this is a good daytime sighting which "goes against the trend" of nocturnal activity, but as usual it is a New Mexico case and therefore not subject to the pattern.) a number of strange, shiny, silver-colored objects resembling "grains of wheat" at a distance, raced over Walker AFB, New Mexico, at "terrific speed." The first person to see the objects, which were above 20,000 feet, was airman 1/C Edwin Whitley, a weather observer who had been tracking weather balloons with a theodolite. The airman summoned the Base Weather Officer, Major Henry Baldi, and two other weather technicians to help track the phenomenon. They zeroed in on the objects as they appeared within range of the theodolite, an instrument quite adequate for tracking normal aircraft but in this case the speed of the strange objects exceeded that of jets: "Tracking them with the theodolite necessitated a high rate of movement, estimated roughly one degree per second in horizontal azimuth and one degree in 3 to 4 seconds in vertical azimuth." 228. As for the manner of the object's disappearance: "When the objects were picked up directly above the observer (or closely thereto) they could be tracked to approximately 10 degrees above the horizon, where they would disappear into the distance. This required from one to two minutes." 229.

Major Jim Meredith, Director of Intelligence at Walker AFB, commented: "The scientific experience of the weather personnel making these observations is sufficient to warrant credence in their sighting and indicates an actual appearance of unidentified flying objects." 230.

Latter day critics might doubt that Whitley and the others really saw something mysterious, but Ruppelt at the time could not check stories with any thoroughness and it was Major Meredith's comments that bothered the Pentagon. UFOs may be just bunk but the excitement was real enough.

"Tailed the fighters."

At 10:00 a.m. MST at Los Alamos airport, Los Alamos, New Mexico, a half dozen observers, including several employees of the University of California's Los Alamos Scientific Laboratory and a civilian pilot for a local air service, sighted a round shiny object high above in the sky making a pass east to west. The speed was slow

*A later attempt by Dr. Donald Menzel to explain the high speed "radar unknown" of the Michigan case as due to returns caused by the weather, was attacked by Dr. James E. McDonald, who went to the trouble of consulting radiosonde records and found that anomalous radar propagations were an impossibility that night. Dr. McDonald was astonished that Menzel would invoke such an explanation without, evidently, checking weather records. The reader is referred to McDonald's paper: UFOs: Greatest Scientific Problem of Our Times? (Privately published). Prepared for presentation before the 1967 annual meeting of the American Society of Newspaper Editors, Washington D.C., April 22, 1967. pp.9-10.

as far as UFOs go, if such a thing can be said, so there was time to scramble jet fighters from nearby Kirtland AFB. The jets were vectored in the direction of the objects but the pilots never made visual contact, which is understandable during the latter part of the attempted intercept at least. The telex on this case said: "Object was in front of fighters but made a 360 degree turn and tailed fighters for two minutes." 231. This maneuver was witnessed by observers on the ground who were not sure if the object was a disk although it appeared round and gave off reflected light in a variable manner possibly indicating a fluttering motion typical of a flat body. Another odd thing was that the object left no vapor trail even though it appeared to be at the same altitude as the jets, the aircraft producing long white streamers. 232.

"Flying tube again."

The mysterious cylinder reported in the skies over the East Coast region turned up again over Hopkinton, Massachusetts, July 29th, at 11:00 a.m. A man named Charles Dodd reported seeing what he called: "A beam of light 90 feet in length and 10 feet wide." 233. It was visible for 30 minutes.

That was the extent of the UFO "wave" that day with a few exceptions until late in the afternoon, which is surprising since media coverage of the UFO subject was intense.

While drinking their morning coffee listeners in the Washington D.C. area could hear radio commentator Frank Edwards over station CKLW:

"A few minutes past 1 a.m. this morning, unidentified objects were picked up on the radar screens in Washington D.C. Eight and sometimes twelve UFOs were in view for almost three hours. They operated in a ten mile arc between the National Airport and the military base at Andrews Field." 234.

The New York Times' reaction to the uproar hardly reflected a measured neutrality one might expect from such a highly touted newspaper. In fact, the editors flirted with sarcasm. In an editorial titled: "Now they are objects," the Times asserted that the "romanticists" must be estatic over the Washington cases since radar seemed to have established the solidity of the targets, however the Times pointed out that birds, ribbons of tinsel, cellophane, and rain clouds also produce returns. The New York paper made it clear it felt comfortable with even a remote chance that such mundane causes might explain things. 235.

While the Times made light of the UFO reports, other papers employed the technique of playing the subject up big, in fact papers like the New Jersey Star-Ledger and the Miami Daily News scare-headed the newswire accounts and devoted almost their entire front page to the excitement.

The Rocky Mountain News in Denver editorialized that the Air Force's inability to identify the UFOs was a "terrifying thought."

There were even some UFO sightings in France at the time, although they were overshadowed by the American incidents, with the French reports listed in the London Evening Standard.

"Where on earth?"

Dr. Lincoln La Paz was a bit befuddled by the recent dramatic UFO manifestations. While he had come to believe there was something substantial flying about, he had trouble handling the extraterrestrial possibility: "Any suggestion that these come from the depths of space is fantastic. Their origin is earth. The question is, where on earth?" 236.

Again the professor permitted the press to report that he considered the Washington D.C. phenomenon similar to UFO activity elsewhere, and that he did not share the opinion that astronomical bodies could explain very many UFO sightings. 237.

"ROdney 3-0800."

"Until recently," stated the Chicago Tribune, "the Air Force was only mildly interested in flying disks." 238. The big Windy City daily felt that officials at O'Hare Field were now maintaining increase vigilance although a spokesman there denied any special effort, nonetheless the local Air Force base requested that the public phone "ROdney 3-0800" if anyone sighted one of the so-called saucers. 239.

"Hmmm."

The Tribune discovered that a call to the O'Hare number produced a series of questions: "They'll ask you your name, address, approximate location of the disk, estimated altitude, speed and direction, how long it was in view and a general description." 240.

The O'Hare spokesman revealed that a number of reports had been received of which three were quickly explained. As for the others, the spokesman replied: "Hmmm." 241.

Public excitement was at a high pitch:

"The Air Force was bombarded with hundreds of letters, telephone calls, and telegrams demanding information and offering advice. One of the smaller airlines supplied its crews with cameras and ordered them to photograph any saucers they encountered." 242.

But without a doubt, what had the most people worked up was the INS story of the day before that claimed the Air Force would try and shoot down the UFOs. Telegrams and phonecalls from concerned citizens flooded the Pentagon and the White House urging nonviolence. 243. Clearly the situation had gotten out of control.

According to Donald Keyhoe, the Air Force Chief of Staff, General Nathan Twining, ordered Air Force Intelligence to meet with the press as soon as possible. 244.

On the fourth floor of the Pentagon Major General John Samford, Chief of Air Force Intelligence, announced that a press conference would be held that afternoon to explain the military's findings and give the newspeople a chance to ask questions since there was so much speculation. The General was to direct the session personally and he requested the presence of a backup team consisting of Colonel Donald Bower of the Technical Analysis Division, Captains Ed Ruppelt and Roy James of BLUE BOOK, and a Mr. B.L. Griffing and some other (unnamed) civilian specialists employed by the government in the Air Force's Electronics Branch. Since there was bound to be questions about the interception by the F-94s over Washington. Major General Roger Ramey, Chief of the Air Defense Command, was also advised to attend. 245.

A massive newsmedia turnout was guaranteed by the Pentagon's PIO office which contacted all the wire services, television and radio networks, big city newspapers, and Washington representatives of major magazines. One of those notified was the pro-UFO and Pentagon critic Donald Keyhoe, who wouldn't have let wild horses keep him away and who even scheduled radio and television appearances in New York for the following day so he could, if need be, attack the military's explanations. 246.

Keyhoe was sure General Samford was in a sweat weighing how he could step around sensitive questions to avoid admitting that the earth had "visitors from space." When Ruppelt later learned of Keyhoe's thoughts he scoffed, because he had spent all morning with the General and the Intelligence chief seemed calm and collected. 247.

The General may well have been serene since the answer to what would no doubt be the key question had already been decided upon. At 10:00 a.m. Brigadier General Landry, President Truman's air aide, had called for the second time making an

inquiry about the mysterious radar targets over Washington. Ruppelt told the Brigadier that a temperature inversion might have been responsible: "...but that we had no proof." 248. Would not having proof stop General Samford?

The press conference was scheduled for four o'clock that afternoon, and in the meantime something rare occurred, at least rare for recent weeks, a significant UFO sighting around noon. Two Air Force men working in the base shops adjacent to the Wichita Municipal Airport terminal, Wichita, Kansas, happened to notice something strange in the air which profoundly puzzled them since in the course of their work they thought they had seen every type of aircraft flying. Both had been on flight status having taken part in the historic Berlin airlift in 1948. The object was in view five minutes and appeared at 12:35 p.m. MST. It came out of the northwest travelling to a point over a Cesena Aircraft factory one mile from Wichita field where it hovered about 15 seconds. The observers said the thing was round-like, white in color, very bright, and like a disk in profile with a flat bottom. After having paused above the factory, the object took off toward the southwest. 249.

"Mother Ships" over Montana?

When Ruppelt said some reports being received were hard to credit, he may have had the next one in mind.

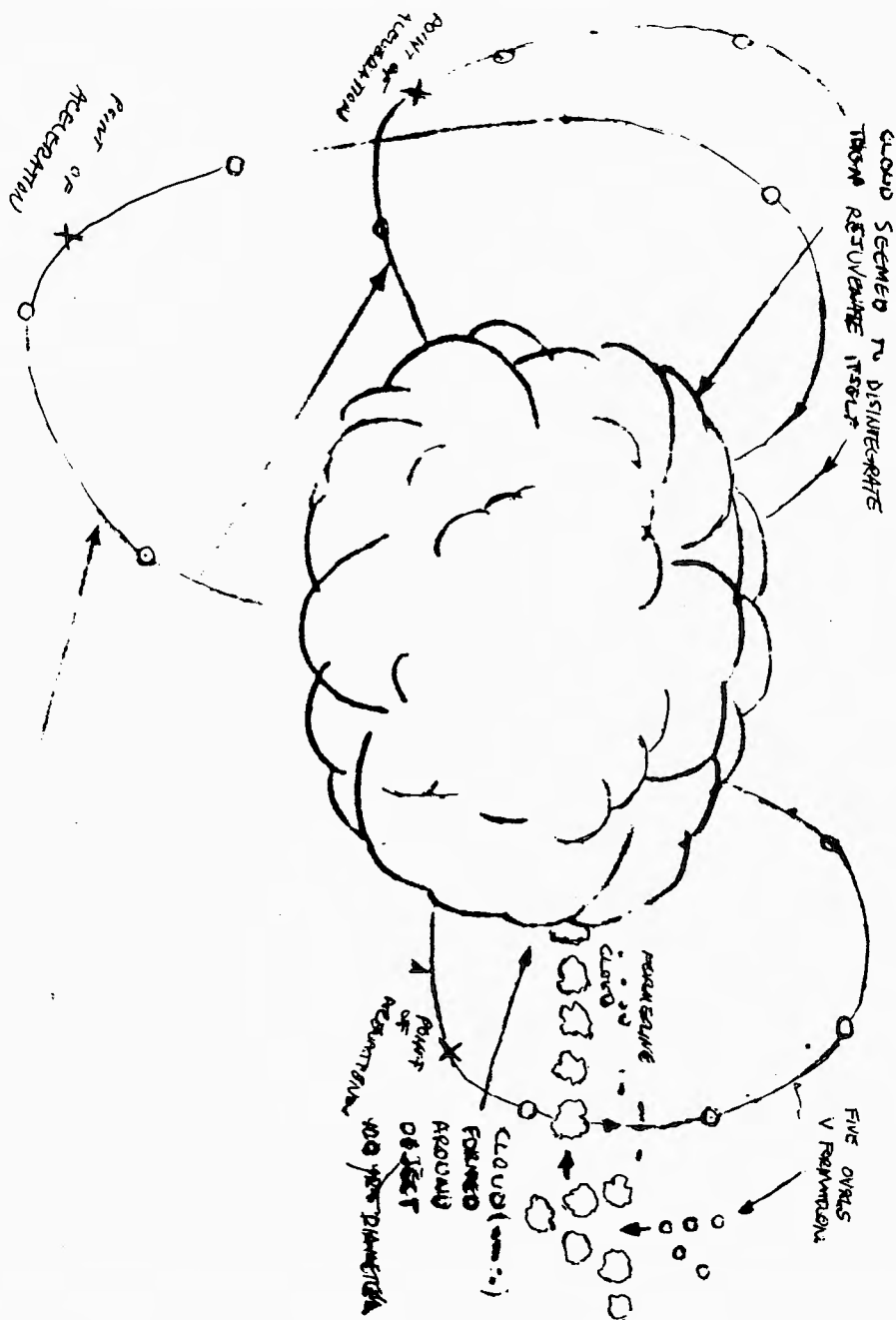
The witness was a Major in the Army; who, while stationed with the Z Division, Sandia Base, Albuquerque, New Mexico, between 1946 and 1948, had a "Q" clearance. This clearance was one of the highest granted. Sandia at the time was engaged in a crash program to produce atomic bombs in quantity.

On the afternoon of July 29, 1952, this Major was on vacation with his family in Montana, fishing the streams. At about 2:00 p.m. MST he was driving on a highway enroute to Ennis, Montana, and was some eight miles from town when he:

"...noticed a dark colored object hovering over the mountains to the right of the highway. I slowed down and stopped the car, and as I did so the object formed a white cloud around itself. The distance was, as I would estimate it, three or four miles in a direct line and the clouds were about one thousand feet above the summit of the mountain. Shortly after that three smaller disk-like objects came bursting out of the clouds from different angles traveling at an estimated two hundred miles per hour. Each of these objects made an arc in different directions and at the peak of the arc accelerated at a terrific speed and departed to a central point behind the clouds and disappeared. There was a trail of very hazy film of dark colored smoke. I had an eight-powered binocular when I was watching this.

"I stopped two other cars, one from Arkansas and one from Ohio. The man in the car from Ohio had a pair of 50-power binoculars. We all, and I think there was about a dozen of us, watched with the naked eye and binoculars. Shortly after the three objects left the cloud five objects appeared on the right side of the cloud in a V-formation traveling slowly and then each of these in succession formed a small cloud around themselves. They changed formation from the "V" to single file and entered the big cloud one behind the other.

"During this time I took colored moving pictures with a 8mm Bell and Howell camera and still pictures, black and white, with a Kodax Retina camera. We watched this phenomena for almost 30 minutes and the whole time while we were watching them no other clouds formed in the sky in our range of vision. Upon the advice of a civilian friend the films, undeveloped, were turned over to Major(...deleted) of the 29th Air Division at Great Falls AFB, Montana.



"Mother ship" over Montana. Some details are not clear.

"Along about the end of the 30 minutes on a mountain to the left of the highway and some six miles estimated from us another cloud suddenly appeared and the same phenomenon took place with objects leaving and re-turning." 250.

This story really stirs the imagination, but like many cases in official files there is no record of a follow up (There seems to be plenty of people to question.) and no record of whatever happened to the films.

The press conference.

Ten minutes before the big press conference at the Pentagon was to begin, Donald Keyhoe had already arrived and taken a seat. As other newsmen entered the room he looked them over. Keyhoe recognized a number of colleagues, among them Life magazine's Clay Blair, the New York Herald-Tribune's aviation editor C.B. Allen, television commentator Gunnar Back, and Doug Larson of the NEA newsservice.

At exactly 4:00 o'clock the Air Force Intelligence delegation made its appearance, being led into the room by General Samford. The biggest and longest (80 minutes) press conference since World War II was about to start. Keyhoe recalled the scene vividly:

"Behind Samford came Major General Ramey, florid faced, serious looking officer. Their advisers spread out around the platform -an impressive group of Colonels, Majors, Captains, and civilian specialists. Only Ruppelt came near to matching Samford's unconcerned look. Most of the others were sober-faced, and with good reason." 251.

It quickly became apparent that General Samford was a master of the involved sentence and a detached academic manner, a worthy foe for the members of the press trying to probe for facts.

The brief opening remarks by Samford were a rehash of routine Air Force press releases except for being dryer and more verbose, acknowledging the Air Force's air defense obligations, the past pursuit of the UFO problem, and the existence of a residue of unexplained reports because of the "difficulty of disposing unmanageable information." The General went on to say that the Air Force's mission was not intellectual but an effort to establish and appraise any threat to the nation's safety and thus far there was no indication of a menace, or of even a purpose or pattern to UFO reports. 252.

Keyhoe twitched when his ears caught the words "no purpose or pattern" and his annoyance with the General's befuddling preamble now threaten to swell into a more intense vexation. There were patterns and apparent purpose in UFO antics to his own reckoning, although for the moment he chose to keep quiet and not voice a challenge.

Fears by Keyhoe that Samford's arid preliminaries had numbed the crowd were dispelled by NEA's Doug Larsen who was on his feet in a flash when the General said he was ready for questions. Larsen's query was an excellent beginning:

"Larsen: 'Have there been more than one radar sighting simultaneously?
That is, blips from several stations all concentrating on the same area?'

Samford: 'You mean in the past?'

Larsen: 'Yes, sir.'

Samford: 'Yes. That is not an unusual thing to happen to this sequence at all. Phenomenon has passed from one radar to another and with a fair degree of certainty that it was the same phenomenon

...Now, when we talk about down to the split second, I don't know...'

Larson: 'Enough to give you a fix so that you can be sure it is right in a certain place?'

Samford: 'That is most rare.'

Larson: 'Has there been any?'

Samford: 'Most rare. I don't recall that we have had one that gives us that kind of an effect.' 253.

Here General Samford got sidetracked on an unimportant issue and after a short time another reporter picked up where Larson had left off:

"Reporter: 'General, have you talked to your Air Intelligence officer who was over at National Airport when they were sighting all these "bandits" on the CAA screen?'

Samford: 'Yes, sir. I have.'

Reporter: 'Have you talked with the Andrews Field people who apparently saw the same thing?'

Samford: 'I haven't talked to them myself, but others have.'

Reporter: 'Well, could you give us an account of what they did see and what explanation you might attach to it?'

Samford: 'Well, I could discuss possibilities. The radar screen has been picking up things for many years that were...well, birds, a flock of ducks. I know there's been one instance in which a flock of ducks was picked up and was intercepted and flown through as being an unidentified phenomenon.'

Reporter: 'Where was that, General?'

Samford: 'I don't recall where it was. I think it might have been in Japan.'" 254.

At this point there was an exchange over an inconsequential matter and it took television commentator Gunner Back to return the discussion to a more informative area. 255. Here is how it went:

"Back: 'General Samford, I understand there were radar experts who saw these sightings Saturday night or early Sunday morning. What was their interpretation of what they saw on the scope?'

Samford: 'They said they saw good returns.'

Back: 'Which would indicate that these were solid objects similar to aircraft?'

Samford: 'No, not necessarily. We get good returns from birds.'

Back: 'Well, you wouldn't get as large a blip from a bird as--.'

Samford: 'No, unless it was close.'

Back: 'Did they report that these could have been birds?'

Samford: 'No.'" 256.

This prompted an Associated Press man to speak up:

"AP: 'What sort of ground targets give these reflections?'" 257.

General Samford looked in the direction of BLUE BOOK's Captain Roy James, the UFO project's radar expert. Capt. James stepped forward to answer the question:

"James: 'It depends on the amount of the temperature inversion and the size and shape of the ground objects.'" 258.

Keyhoe thought Capt. James was a bit nervous in his handling of the question. 259. Ruppelt later explained Capt. James' unease as due to the fact that the man had only arrived that morning and nobody had yet given him the complete details. The only information Capt. James had been exposed to had been newspaper accounts. 260.

The AP man then asked:

"AP: 'Would this reflection account for the simultaneous radar sightings and visual sightings which appear to coincide on the basis of conversations between the radar operator and the observer outside?'

James: 'There is some possibility of that.'

AP: 'Why would these temperature inversions change location so rapidly or travel?'

James: 'Well, actually, it can be the appearance or disappearance of different ground targets, giving the appearance of something moving when, actually, the different objects are standing still.'

AP: 'Would these psuedo-blips cause any difficulties in combat?'

James: 'Not to people that understand what's going on. They do cause difficulty.'" 261.

In another part of the room a newsman who Keyhoe could not identify blurted out the key question:

"Reporter: 'Captain, was there a temperature inversion in this area last night?'

James: 'There was.'

Reporter: 'And the Saturday night preceding?'

James: 'I'm not sure--.'

Reporter: 'Did any two sets in this area get a fix on these so-called saucers around here?'

James: 'The information we have isn't good enough to determine that.'

Reporter: 'You don't know whether Andrews Field and Washington National Airport actually got a triangulation on anything?'

James: 'You see the records made and kept aren't accurate enough to tie that in that close.'

Reporter: 'What is the possibility of these being other than phenomena?'" 262.

This poser lay outside the realm of radar and flirted with the very essence of the UFO controversy. General Samford took charge:

"Samford: 'I'd like to relieve Captain James for just a minute.'" 263.

The General launched into an extensive discussion about what he knew of guided missiles, the only device that could approach the reported performance of UFOs. Missiles, he explained, have limitations in that they conform to what is known about the laws of physics. UFOs, on the other hand, act like something with no mass:

"Samford: 'You know what no mass means. There's nothing there.'" 264.

The questioning then shifted to some less than vital subjects and gave Keyhoe a moment to lean back in his chair and ponder Samford's "no mass" remarks. It was now clear to Keyhoe what the press conference was all about. To Keyhoe this gathering was a planned debunking to avoid a public panic. He then made up his mind that a public confrontation at that time would be useless, therefore he would personally ask no questions. Only by working privately on a man-to-man basis did he see any hope. 265.

While Keyhoe was mentally sorting out his future plans, a redheaded reporter down front, who had asked about Washington National and Andrews AFB earlier, again came up with an excellent probing question that cut right through the abstract talk about what the military "didn't think was possible" to what had actually seemed to have happened according to the best judgement of the people involved:

"Reporter: 'You had two experts over there Saturday night...What was their opinion?'" 266.

The reporter was looking right at BLUE BOOK's Captain Roy James.

Ruppelt would later state that both Major Dewey Fournet and Lt. Holcomb: "...were extremely conspicuous by their absence, especially since it was common knowledge among the press that they weren't convinced the UFOs picked up on radars were weather targets." 267. Were the men ordered to stay away? No one outside the Air Force knows, but without their bold testimony tensions could be eased and the UFO problem could be reduced to shadowy questions. In fact, there were no first hand witnesses at the press conference. There were no jet pilots, airliner pilots, military or civilian radar controllers, or even one of the eyewitness that claimed to have seen moving lights in the sky. The press was getting the "Air Force's version of events." and could make no judgements of their own.

Before Captain James ventured to reply to the redheaded reporter's question about the opinions of Fournet and Holcomb, General intervened:

"Samford: 'May I try to make another answer and ask for support or negation on the quality of the radar operator? I personally don't feel that it is necessarily associated with quality of radar operators, because radar operators of great quality are going to be confused by the things which now appear and may appear in a radar...I think that a description of a GCA landing has some bearing on that in which to get associated with the GCA you have to make a certain number of queries and do a certain number of things and then you become identified through the fact that you obey...'" 268.

As the General continued with his ramblings, Keyhoe noticed that the redheaded reporter appeared a bit groggy by it all. 269. Yet, when the General finally terminated his verbal wanderings, the redhead snapped back. The General ended with:

"Samford: 'Would you address yourself to what I've just said?'

Reporter: 'Yes, what do the experts think? That was the question.'

Samford: 'The experts?' 270.

The attempt to daze the reporter, if that is what it was, had failed:

"Reporter: 'The ones that saw it last Saturday night. What did they report to you?'" 271.

The questioning now left the General no choice but to be honest and direct:

"Samford: 'They said they made good returns.'" 272.

Apparently satisfied, the redheaded reporter sat down, but the General's answer begged more inquiry so another reporter took over:

"Reporter: 'Did they draw any conclusion as to what they were, whether they were clouds?'"

Samford: 'They made good returns, and they think they ought to be followed up.'

Reporter: 'But now you come to the general belief that it was either heat inversions or some other phenomena without substance.'

Samford: 'The phrase "without substance" bothers me a little.'" 273.

It would seem here that the General was going to retreat a bit therefore the reporter pressed for an elaboration:

"Reporter: 'Well, could you--.'" 274.

General Samford knew what the reporter wanted and finished the question for him:

"Samford: 'Say what we think?'" 275.

Believing that they were on to something really newsworthy, the entire room full of some 50 newspeople responded to General Samford. 276. They responded with a single voice:

"Newsmen: 'Yes!'" 277.

The General smiled and then spouted another long and involved sentence that should have put the newsmen on the defensive:

"Samford: 'I think that the highest probability is that these are phenomena associated with the intellectual and scientific interests that we are on the road to learn more about, but that there is nothing in them that is associated with materials or vehicles or missiles that are directed against the United States.'" 278.

Exasperated, one reporter ried again to get at the heart of the issue by slicing away some of the verbage:

"Reporter: 'The question whether these are hostile or not makes very little difference. Are you excluding from consideration a missile, a vehicle, or any other material object that might be flying through the air other than sound or light or some other tangible... Somebody from this planet or some other planet violating our air space.'" 279.

Ruppelt tells us there was laughter among the newsmen present when this question was raised. The scoffers among the press no doubt made the most of the opportunity to vent an opinion that might be at odds with their professional objectivity, and as for others really puzzled by the UFO mystery, their chuckles were no doubt of the nervous kind.

The reporter was absolutely correct about the question of hostility. If UFOs were real and were no threat, that was fine, but if not, there was nothing the Air Force could do about it. Night after night in recent weeks the military had done its best yet had failed. If General Samford was following the reports from the field telling of failed intercept after failed intercept, he had to admit defeat. The UFOs had tested America's air defense and had come out the victor. The strange objects roamed at will over the length and breadth of the land. No one was safe, not even President Truman in the White House.

What was correct about General Samford's remarks was that UFOs were "associated with scientific and intellectual interests." However, he should have carried that a step further and declared scholarly work paramount. The General and his advisers, apparently, did not want anyone else running the show. The Air Force was, and is, fanatical about maintaining its hold on the UFO investigation, insisting that any organized study be done within its domain, using its own scientists and laboratories even though it had(has) a wretched track record of applying scholarly efforts to the problem. And it hasn't always been due to funding difficulties, although at times fiscal restraints played a role.

In replying to the "space visitor" question, General Samford related the fact that most scientists were astronomical chauvinists, that life as we know it was the prerogative of one insignificant planet (Yet, left unsaid, was that Dr. Hynek of BLUE BOOK had just polled astronomers and found that sharing the data on the best UFO cases, coming from an official source, aroused enthusiasm. Only ignorance of the data and the lack of an official blessing was barring interest by scientists, and not any prevailing skepticism over life in outer space.).

The General then made a statement that was debatable:

"Samford: 'The astronomers are our best advisers, of course, in this business of visitors from elsewhere. The astronomers photograph the sky continuously perhaps with the most adequate photography in existence, and the complete absence of things which would have to be in their appearance for many days and months to come from somewhere else--it doesn't cause them to have any enthusiasm whatsoever in thinking about this other side of it.'" 280.

Keyhoe mentally rejected Samford's sweeping declaration, for it was his understanding that astronomers photographed tiny objects all the time, invariably identified as asteroids, yet had heard rumors of some objects that remained puzzling. Still Keyhoe chose not to challenge the General then and there. 281. The questioning by the press continued:

"Reporter: 'General, let's make it clear now you are excluding--if you'll affirm that--you are excluding vehicles, missiles, and other tangible objects flying through space, including the subhuman bodies from other planets.'

Samford: 'In my mind, yes.'" 282.

A newsman next to Keyhoe whispered a joke about the slip "subhuman" when the reporter obviously meant "superhuman." 283.

The discussion then shifted to radar triangulation:

"Reporter: 'General, you said there'd never been a simultaneous radar fix on one of these things?'" 284.

Sensing a trap Samford proceeded with care:

"Samford: 'I don't think I wanted to say that.'

Reporter: 'You didn't mean to say it?'

Samford: 'I meant to say that when you talk about simultaneously, somebody will say, "Was it on 1203 hours 24½ seconds?" and I don't know.'

Reporter: 'Well I'd like to point out this fact. The officer in charge of the radar station at Andrews Field told me that on the morning of July 20, which was a week from last Saturday, he picked up an object three miles north of Riverdale. He was in intercom communication with CAA and they exchanged information. The CAA also had a blip three miles north of Riverdale and on both radars the same blip remained for 30 seconds and simultaneously disappeared from both sets--.'

Samford: 'Well, their definition of simultaneous, yes, but some people won't be satisfied that that is simultaneously.'

Reporter: 'It is pretty damned simultaneous for all purposes.'

Samford: 'Well, I'm talking about the split-second people...they'll say your observations are delayed by a half a second, therefore you can't say it was simultaneous.'" 285.

Making no headway with the General, the same reporter turned to Captain Roy James:

"Reporter: 'Does your inversion theory explain away that situation?'

James: 'It possibly could, yes.'

Reporter: 'It possibly could, but could it?'

James: 'We don't have the details.'

Reporter: 'Is there any reason why it couldn't?'" 286.

According to Keyhoe Capt. James squirmed instead of answering and cast a look at his boss, General Samford. The reporter tried to get a response by directing his attention to Samford:

"Reporter: 'General, can we get this clarified?'" 287.

The General, however, had given his attention to a newsman in another part of the room:

"Samford: 'I'm trying to let this gentleman ask a question. Excuse me.'" 288.

In Keyhoe's opinion the General ducked the question. For the next quarter of an hour the discussions stayed away from what Keyhoe felt were "critical" topics, although an interesting exchange did develop between Ruppelt and one reporter when the latter tried to get the BLUE BOOK chief to confess to an inordinate number of UFO sightings around places like Oak Ridge and Hanford, atomic energy installations. Less exciting was the detailing of the Air Force's plan to establish photographic sites equipped with refraction-grid cameras as outlined by Colonel Bower and ATIC's civilian expert in attendance, Burgoyne Griffing. General Ramey was then called on to relate some minor facts about the Washington jet scrambles. None of this fascinated Keyhoe because unlike his colleagues he was familiar with much of the

material but then came a question that addressed one of the fundamentals in the UFO debate and Keyhoe leaned forward to hear:

"Reporter: 'General, suppose some superintelligent creature had come up a solution to the theoretical problem of levitation. Would that not be massless in our observations, either by radar or by sight--no gravity?'

Samford: 'Well, I don't know whether I can give any answer to that, sir, that makes any sense because I'm not a metaphysician. I think, probably, just to return to saying that--we believe most of this can be understood gradually by the human mind.'" 289.

The answer left the newsmen perplexed so it is not surprising that a reporter broke the silence by asking an unrelated question:

"Reporter: 'General, did you notice in all of your, say, 20 per cent of the unexplainable reports, a consistency as to color, size, or speed--estimated speed?'

Samford: 'None whatsoever.'

A chorus
of

Reporters: 'None whatsoever?'

Samford: 'No.'" 290.

The flat "No" surprised Keyhoe, thinking that the General could well have offered a qualified reply, but on reflection he figured that Samford would risk negating all of the debunking so carefully achieved up to this point. 291.

It was now close to five o'clock and some of the newsmen were beginning to fidget because they had deadlines to meet. It may have been late, but the next question was worth waiting for since like the Riverdale incident it dealt with a specific occurrence during the Washington flap:

"Reporter: 'General, how do you explain this cases? The Senior Controller said whenever one of the unidentified blips appeared anywhere near Pierman's plane he would call Pierman and say, "You have traffic at two o'clock about three miles," and Pierman would look and say, "I see the light." This was done not once but three times. And then this past Saturday night Barnes vector-ed at least a half a dozen airline pilots into these things...'

Samford: 'I can't explain that.'

Reporter: 'Well, how do you explain...is that auto-suggestion or--.'

Samford: 'I can't explain it all. I think maybe --.'

Reporter: 'Have you investigated that phase of this thing, this vectoring the planes into that?'

Samford: 'You can investigate, but the technique of investigating a process of mind-reading, for example, or the technique of investigating the process of mesmerism. You can say will you investigate those things? I think probably we know no more about mind-reading than the technique of investigating that or the technique of investigating evidences of spiritualism than we do about these fields but for many years the field of spiritualism had these same things in it in which completely competent

credible observers reported incredible things. I don't mean to say that this is that sort of thing, but its explanation of an inability to explain and that is with us." 292.

The General's answer may not have been very illuminating but at least the reporter did not pursue the matter further. Maybe that was Samford's objective, but then the General was thrown on the defensive when asked if the Air Force was keeping facts from the public, a charge Samford steadfastly denied, saying that only witnesses' names were censored as a matter of official routine.

Unfazed, the same newsman threw another question at the General:

"Reporter: 'How about your interpretation of what they reported?'" 293.

It was a fitting end to the questioning but the General's reply was open to interpretation:

"Samford: 'We're trying to say as much as we can on that today and admit the barrier of understanding on all of this is not one that we break.'" 294.

With that the conference was concluded. The time was 5:30 p.m. Keyhoe mull- ed over General Samford's last cryptic answer. Did the General mean "break security" when he used the word "break?"

As the crowd began to leave Keyhoe listened for reactions among the departing newsmen. One mumbled that he was disappointed because after an hour and twenty minutes he still knew very little. The fellow he was with aired his opinion that emotions were running so high it would be folly for the Air Force to admit to anything sensational, if indeed they possessed such hot information. A photographer teased a pad and pencil man about how the conference had proved (to his reckoning) the UFO business to be nothing but a lot of nonsense, yet that evoked a retort from the reporter who charged that the General slid around questions and had to go Capt. James' rescue more than once. Overhearing that, another reporter next to them came to General Samford's defense, asserting that the General certainly seemed to be sincere as far as he could tell. Looking back at the conference years later, Ruppelt assessed the results as not being unfavorable since it did get the press to stop hounding the Air Force. Curiously, the real winner was Capt. James whose explanation about temperature inversions were taken as the answer to the Washington D.C. flap although the Air Force did not officially indorse the solution and continued to carry the cases as "unknown."

After some minutes most of the newsmen had left the conference room and only a few people were standing around General Samford. It was then that Keyhoe made his move. Walking up to the General, Keyhoe asked in a matter of fact way: "How big an inversion, General--how many degrees--is necessary to produce the effects at Washington Airport, assuming they're possible at all?" 295. The General replied: "Why, I don't know exactly, but there was an inversion." 296. Having established that, Keyhoe followed with: "Do you know how many degrees, on either night?" 297. At that point Keyhoe was recognized by Colonel Dewitt Seals who grabbed the General before he could answer the question and steered the Intelligence chief in the direction of some newsreel cameras set up across the way. Assuming he wouldn't get another chance to quiz the General, Keyhoe started to leave. On the way out he ran into Ruppelt, introduced himself, chatted awhile, and then put the same two questions about the temperature of the air to the BLUE BOOK leader. Ruppelt countered by inquiring as to what his boss, the General, had said, to which Keyhoe had to acknowledge obtaining nothing definite. Keyhoe received the feeling that he had put Ruppelt on the spot so he broke off the conversation without pressing for an answer to his inversion questions. That night

Keyhoe left for New York. 298.

"Not entirely impossible."

During the press conference, elsewhere in the Pentagon, the Air Force was busy advising Hoover's Federal Bureau of Investigation on the status of BLUE BOOK's research when Commander Randall Boyd of the Current Intelligence Branch, Estimates Division, Air Intelligence, issued a detailed memorandum addressed to Mr. N.W. Philcox, the FBI's Air Force Liaison Representative.

Commander Boyd advised Philcox that no satisfactory conclusion had been reached concerning the nature of the reported UFOs but he take some space to go into some detail on the way UFO reports were classified and it makes interesting reading when compared with General Samford's befogging language.

According to Mr. Philcox, Commander Boyd's memo stated that the Air Force filed UFO reports into three classifications. They were:

- "1.) Those sightings which are reported by citizens who claim they have seen flying saucers from the ground. These sightings vary in description, color and speeds. Very little credence is given to these sightings in as much as in most instances they are believed to be imaginative or some explainable object which actually crossed through the sky.
- 2.) Sightings reported by commercial or military pilots. These sightings are considered more credible by the Air Force in as much as commercial or military pilots are experienced in the air and are not expected to see objects which are entirely imaginative. In each of these instances, the individual who reports the sighting is thoroughly interviewed by a representative of Air Intelligence so that a complete description of the object sighted can be obtained.
- 3.) Those sightings which are reported by pilots and for which there is additional corroboration, such as recording by radar or sighting from the ground. Commander Boyd advised that this latter classification constitutes two or three percent of the total number of sightings, but that they are the most credible reports received and are difficult to explain. Some of these sightings are originally reported from the ground, then are observed by pilots in the air and then are picked up by radar instruments. He stated that in these instances there is no doubt that these individuals reporting the sightings actually did see something in the sky. However, he explained that these objects could still be natural phenomena and still could be recorded on radar if there was some electrical disturbance in the sky." 299.

Annexed to the above classifications were some remarks, one of which was a few words that stated the Air Force was "fairly certain" UFOs were not Russian, and some more extensive comments that bear examination:

"He stated that the flying saucers are most frequently observed in areas where there is heavy air traffic, such as Washington D.C., and New York City. He advised, however, that some reports are received from other parts of the country -- covering the entire United States and that sightings have also recently been reported as far distant as Acapulco, Mexico; Korea and French Morocco. He advised that the sightings reported in the last classification have never been satisfactorily explained. He pointed out, however, that it is still possible that these objects may be a natural phenomenon or some type of atmospherical disturbance. He advised that it

is not entirely impossible that the objects sighted may possibly be ships from another planet such as Mars. He advised that at the present time there is nothing to substantiate this theory but the possibility is not being overlooked." 300.

The July UFO flap had even more interesting consequences within the Intelligence establishment. Hidden from public view was a memo exchanged between America's top clandestine organization, the Central Intelligence Agency, and the Deputy Director of Intelligence, Ralph L. Clark. Dated July 29, 1952, the paper read:

"In the past several weeks, a number of radar and visual sightings of unidentified aerial objects have been reported. Although this office maintained a continuing review of such reputed sightings during the past three years, a special study group has been formed to review this subject to date. O/CI will participate in this study subject to date. O/CI will participate in this study with O/SI and a report should be ready August 15, 1952." 301.

Besides the admission that the CIA had been maintaining a "continuing review" of the UFO subject since at least 1950, the memo reveals that the CIA kept its UFO material in at least three separate files: a "chronological" file, a "daily reading" file, and a "flying saucers" file.

The Counter Intelligence Division of the Air Force's OSI became alarmed at the big headlines in the papers so the Chief of the CID, Gilbert R. Levy, requested that his staff check into the publicity concerning the rash of UFO stories: "...for the purpose of determining the basis of recent releases to the news media." 302.

The CID people approached the Air Force's Intelligence Branch, Estimates, Division, AFOIN, which had staff responsibility.

Colonel Levy informed General Carroll that Counter Intelligence Division would not investigate lacking a request to do so by Estimates Division, AFOIN:

"The Director of Intelligence advises that no theory exists at the present time as to the origin of the objects and they are considered to be unexplained. Much of the publicity has been based on authorized news releases by the Air Force." 303.

To put the forementioned in plainer language, the Air Force's counterspies were wondering if enemy agents were trying to panic the country by spreading wild stories. The AFOIN, which meant General Samford and company, told Levy the UFOs were a legitimate mystery. It must be said, however, that many in Intelligence believed UFOs were no laughing matter if for no other reason than for the chaos the phenomenon was creating.

"Sufficient definiteness to warrant..."

A sample of the chaos was this July 29th news item from White Plains, New York:

"The Air Raid Filter Center here, clearing house for information from observation posts in twenty-six countries of the New York area reported an increase today in the discovery of 'unidentified airborne objects' since the 139 posts of the area had gone on 'round-the-clock duty July 14.

"Headquarters of the Eastern Air Defense Force near Newburgh, in command of this center and others, replied that strange objects in the air had been reported in the last twenty-four hours in southwestern Indiana, Jersey City, Plainfield, N.J. and Tarrytown.

"In the normal performance of its assigned mission,' the headquarters said, it sends fighter intercept aircraft aloft 'whenever unknown aerial objects

are detected in its area with sufficient definiteness to warrant attempted interception." 304.

Air Force Captain F.R. Shafer, commander of the Air Defense Filter Center at South Bend, Indiana, told the press he was convinced that the UFOs were not figments of the imagination. The Cairo GOC post, for example, had alerted the Filter Center almost every night since July 14th to report sightings of UFOs. Captain Shafer announced that he was going to spend all night, July 29th, at the Cairo post connected by a direct phone line with the local radar site. 305.

Flurry in Florida.

One source, UFO author M.K. Jessup, asserts that there were 18 different UFO reports in Florida during the period of time of July 22nd to July 30th. If true, they must have been local stories for little appeared in the national press. Some of the information available reads:

"Navy officials said today 'we're investigating thoroughly' reports of a fiery object that streaked across the sky Saturday evening. A destroyer escort was sent to investigate but officers would not elaborate." 306.

The fireworks must have been something to behold:

"Hundreds of sailors reported seeing the object Saturday night while watching an outdoor movie. One witness described it as a 40-foot long solid white light zooming across the sky from north to south. He said it made no sound." 307.

"Never heard of flying saucers."

A curious story came out of Nassau, The Bahamas, July 29th. It was curious for the reason that UFOs were supposed to be generated by publicity, or so said the critics of the phenomenon. The New York Times revealed:

"From a remote settlement here where the people never heard about 'flying saucers' came a report today that about two weeks ago a group of persons had seen flying objects streaming across the sky.' They described them as noiseless, whiter and much faster than any plane, and spoke of them as guided missiles." 308.

Even farther away came stories from Spain, Morocco, and Algeria. There were a number of UFO sightings from these countries in July and they should not be ignored inasmuch as America's Central Intelligence Agency kept track of them, gleaming such reports from the foreign press and radio. It is assumed that the reports on file are representative of the total picture in regards to overseas activity, showing a concentration in the forementioned countries. Most could well have been merely extraordinary meteors. Several, however, displayed definite UFO characteristics such as the phenomenon that appeared above Oued Taria, Algeria, 4:00 o'clock in the morning of July 29th which made "abrupt changes in direction." 309. Similarly, on the following day also at a city in Algeria a "black disk" was observed making a quick vertical descent and then abruptly moved away horizontally. 310.

Returning to the United States, some 20 minutes after the Pentagon press conference ended in Washington a remarkable series of UFO sightings took place in Montana where it was 3:20 in the afternoon.

"Mother Ship" over Great Falls?

At the Transport Control Center at Great Falls AFB, Great Falls, Montana (Manned by members of the 1701st Air Traffic Squadron) a Staff Sergeant had just entered the

unit's office when he heard a very strange radio transmission come over the voice circuit of the Transport Control, Mc Chord AFB, Washington. As he looked around the room he noticed that the others in the office were as amazed as he at the words. In the room at that moment was another Sergeant, a Lieutenant, and a woman civilian clerk. Everyone agreed that the voice blasting from the loudspeaker announced: "Flying saucers sighted over Seattle, Washington, at approximately 1515 MST and were headed toward Great Falls..." 311. The transmission was then cut off as if someone had thrown a switch.

The airmen and the officer, just for a lark, conferred and estimated that the so-called "flying saucers" should be due at any moment in their vicinity so the trio of Air Force men went outside and walked over to the front of Twin Hangers near the airfield tower where they had a good view of the sky. The woman clerk locked the cash drawer in her desk and followed. The S/Sgt., to his undoubted surprise, immediately sighted: "...two stationary objects at about 1525 MST...[and then] one came from the east and went toward the first two and departed in the west in a matter of seconds. The other two followed and departed to the west..." 312.

The other Segeant/witness relates that he:

"...looked into the south quadrant of the sky at an elevation of approximately 70 degrees and sighted three objects. One appeared to be larger than the others. The larger object was stationary with the two smaller objects circling around it counter-clock-wise. When the first object reached the western side of the stationary object it immediately darted off to the southwest behind a group of small clouds and it was lost from view. The other smaller object darted off due west and when I looked back at the larger object it had disappeared." 313.

The officer also saw the aerial objects, and he had this to add to the airmen's observations: "They were circular in shape and silver in color. They had no apparent depth as far as I could determine. One in particular looked as though it stopped, reversed itself in motion, and then disappeared at a terrific rate of speed." 314.

An Air Force Captain happened by at 3:25 p.m. and gazed at that part of the sky where the others were pointing. The objects were plainly visible and in his official statement on the matter he mentioned that the objects: "...appeared to have a flat aluminum base...[and] at times they would have a discolored color and they would seem to drift at an angle." 315.

Furthermore:

"By this time the object on the right, the direction in which I was facing [Since the objects were cavorting almost directly overhead and very close to the sun, not everyone got a good look.] -I was facing toward the east -started with a backward motion which appeared to be with tremendous speed." 316.

Convinced something very odd was occurring, the Captain asked the S/Sgt. to call the CAA to see if they had radar contact.

As the others kept watch outside, the S/Sgt. went inside the Control Center where he placed a call to the local CAA office to alert civilian authorities, and hardly had the airmen finished informing the CAA men when his listeners spotted a strange object come out of the blinding glare around the sun and cross the sky. With the objects already overhead the CAA officials were impatient to get off the phone so they told the airman to call back later. 317.

In the meantime, the objects in the sky temporarily disappeared from view so the previously mentioned Captain rushed to the Traffic Office to phone Wing Intelligence, but when he got someone on the line he was told everyone had already left to check on the same UFOs.

When the UFO wave of 1952 reached the mid U.S. (35-40 degree latitude), sightings occurred in North Africa. The CIA, collecting data on "unidentified aircraft," compiled a number of accounts from the French press.

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

COUNTRY French Morocco; French West Africa
SUBJECT Military - Unidentified aircraft

DATE OF
INFORMATION 1952

HOW
PUBLISHED Daily newspapers

DATE DIST. 2 Sept 1952

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SOURCE Newspapers as indicated.

UNIDENTIFIED FLYING OBJECTS OVER MOROCCO AND FRENCH WEST AFRICA

EYEWITNESS REPORTS SAUCER OVER DAKAR -- Conakry, La Guinee Francaise, 12 Jul 52

France-Afrique [Dakar weekly] reports the statement of an eyewitness who claims to have observed a flying saucer above Dakar at 0608 hours on 3 July 1952.

According to this account, the object was flat and tapered in shape, and issued forth bluish and reddish flames which were quite long and very clearly visible. The report further stated that the object was moving southward at a great rate of speed, at an altitude of approximately 1,500 meters. The report added that the stars were no longer visible at the time of the saucer sighting and that there were no aircraft in flight over Dakar at the time.

FLYING OBJECTS SEEN IN MOROCCO -- Casablanca, La Vigie Marocaine, 16 Jul 52

It is reported from Mechra bel Ksiri that on 12 July 1952, two flying saucers were seen by two policemen on night duty at Had Kourt. The saucers were elongated in shape, followed by a trail of white light, and traveled at a high rate of speed from north to south.

On 13 July 1952, two inhabitants of Fedala reported having seen, at 2345 hours, a blue-green, ball-shaped object, followed by a short trail of light, and moving at a rather high rate of speed. According to the eyewitnesses, the object disappeared after about 3 or 4 seconds as though it had literally melted in the sky.

On 14 July 1952, a man and his wife reported having observed for about 30 seconds, at about 0900 hours, a mysterious flying object traveling from Ifrane in the direction of Meknes.

CO-W-23845

Casablanca, Maroc-Presse, 16 Jul 52

Two inhabitants of Chichaoua report having seen three "white fires" in the sky at 2130 hours on 13 July 1952.

Meanwhile, it is reported from Louis Gentil that at 2130 hours on 12 July 1952, several persons saw a yellow flying disk, about 30 centimeters in diameter, moving very rapidly from east to west.

Unusual flying objects were also reported seen at Bouznikaou and Baulhant between 2100 and 2200 hours on 13 July 1952.

LUMINOUS OBJECT SEEN NEAR CASABLANCA -- Casablanca, Maroc-Presse, 15 Jul 52

Forty persons have reported that at 2200 hours on 13 July 1952, they observed a "luminous flying object" in the vicinity of Casablanca.

OVIOID OBJECT SEEN TAKING OFF IN DALET AQUA REGION -- Casablanca, Maroc-Presse, 18 Jul 52

Inhabitants of the Dalet Aqua region, French Morocco, have reported seeing recently a "blue, phosphorescent, ovoid object" on the ground rise rapidly in the air, followed by a bluish trail. The observers estimated the object to be 20 meters long.

- E N D -

Back outside a 1st Lieutenant was just then reporting for duty at 3:30 p.m. and he came upon the group of "saucer watchers," now numbering 15 to 20 persons. Fascinated that so many persons were scanning the sky, he asked about the cause of all the excitement. When he was told "flying saucers," he scoffed because he could see some dandelion seeds blowing around in the air and some sheets of paper whirling in the wind. There's your so-called "flying saucers" he thought, but he nonetheless decided to take some time to be sure:

"After watching approximately five minutes I was able to see what appeared to be a disc, white or metal in color approaching from the west. As it moved directly overhead it turned generally north at a 90 degree turn then slowing down and made approximately four more 90 degree turns and then proceeded east.

"After seeing this I knew what I was looking for and was able to pick up at least five more of these objects. Being skeptical I did my best to see them as either dandelion seeds or either small particles close to the surface of the earth rather than large objects at extreme distance. However, after keeping them in my sight long enough to study their appearance they definitely seemed to be very high. I won't make an estimate of the height since I did not know their size. All of these appeared in the west and proceeded east at what appeared to be an extreme high rate of speed.

"Due to the 90 degree turns and the apparent high rate of speed I discount any possibility of them being conventional or jet type aircraft." 318.

The small knot of people included an Air Force Major at 3:45 p.m. and after carefully watching the objects he put to paper this account:

"I, Major(...deleted), at approximately 1545 MST, 29 July witnessed a circular object traversing the stratosphere, at approximately 30,000 to 40,000 feet high. The objects were silver or white in color and definitely disc shape in structure. They moved with extreme maneuverability. They appeared to travel from west to east and west to southeast at approximately 2,000 miles per hour. There was no vapor trails visible. One larger disc shaped object hovered for about 20 seconds and immediately darted off at a high rate of acceleration and disappeared to the southeast. I have heretofore been very doubtful as to any flying saucers or anything of that nature but I will swear that these were definite objects.

"At one time I saw one in a bank and saw a metallic flash. On this particular date, 29 July, the sky was cloudless, except for a few strata-cumulus formed clouds and the ground visibility was approximately 65 miles. The atmosphere was very, very clear, in other words, the sky above was so blue it offered a good contrast. I am sure of the direction of these being from the west and to the east and southeast. I saw approximately 5 of these objects." 319.

Another S/Sgt. was walking across the base on his way back to his unit when he saw people in front of the Twin Hangers pointing up. Looking up to where everyone was pointing, the S/Sgt. observed one of the strange objects:

"...toward the south and right below it a smaller object moving back and forth like a pendulum and it seemed that one side of the lower object was black and it turned one way and then disappeared and turned back and it would come into view again, indicating only one side was reflecting the sun. The object seemed to move in a straight line and stop and turn around and move back and at end of movement it would lose itself for a few seconds and start back." 320.

Another Air Force Major entered the case at 4:00 when he was summoned by an airman to help verify the existence of the objects in the sky. The Major remembers:

"Looking in a northeasterly direction, altitude unknown, I sighted an object round and white in appearance. Its movements were like a falling leaf for several seconds and then it proceeded in an east-southeasterly heading, speed unknown." 321.

At 4:05 p.m. a couple of A 3/C arrived to join the vigil. Their statements are on file and are essentially like the rest.

Ten minutes later the civilian director of the Traffic Office heard about the sky show so he dashed out into the daylight to see for himself:

"They were silver colored objects. I could not tell about the size or shape. The two that I saw would go along a little ways and all of a sudden dart downwards and roll over. It was at about a 45 degree angle. They seemed to be coming from out of the sun. There was some thing resembling smoke or fog close to these objects, however, I don't know if it had anything to do with them or not." 322.

A reference to a "fog" or "smoke" shows up again in a statement by a woman living in town whose husband phoned her about the excitement. She used binoculars was lucky enough to see a number of strange objects traveling across the sky at about 4:30 p.m. Two objects seemed to have, according to her, a "...vapor trail around them." 323.

The curtain came down on the sky display at 4:45 p.m. when the objects were finally lost from view and not seen again. The crowd of observers had reached 50 in number, both civilian and military.

Merced, California.

About that very minute, 3:44 PST, a strange object excited observers near the city of Merced in California. The site of the incident was close to Castle AFB. It seems that two civilians, one of which was a WWII Air Force veteran, had been standing in front of their home that afternoon when they heard a noise which drew their attention to the sky. Looking up they saw something to the southeast at about 30 degrees above the horizon. The thing appeared to be a perfectly round object, about a 1/4 inch wide at arm's length, just below a layer of clouds. Immediately after the object was seen:

"...it tipped on edge into a steep dive toward them, diving about two or three thousand feet. During this dive they got a good end view of the object which (...deleted) described as 'like a discus from the side. At the end of the dive the object did not round out like an airplane but righted itself smoothly momentarily before beginning a slow circle to the left. It was at this time that they noticed a translucent silvery light behind the object a distance equal to two diameters of the object itself and apparently not connected.

"The object circled slowly to the left completing the circle, then made a second circle, and finally took off at high speed to the north-northeast." 324.

Back at Great Falls AFB the S/Sgt., that had alerted the CAA to the presence of strange objects in the Montana sky, received a phone call from the Great Falls Tribune at 5:35 p.m. MST, the newspaper making an inquiry about any UFO sightings made made earlier than the ones already reported. The S/Sgt. replied in the affirmative, relating the words and unexplained termination of the queer message heard over the Traffic Center's swank box, a message that mentioned flying saucers

over Seattle. He had no more to tell the paper but it still would not be the last inquiry. 325.

The Ralph Mayher film.

Of the many incidents of the Summer of 1952 one still remains a source of interest among serious students of the UFO riddle (This is not to say that many others do not warrant re-investigation. It is just that researchers are few and their time limited.) The incident in question concerns Ralph Mayher.

A Ralph Mayher was a member of the United States Marine Corps in July 1952, having been inducted into the service because of the Korean conflict. Mayher was assigned to Opa-Locka Air Station outside Miami after completing basic training, and it was during this Florida tour of duty that he got his name in UFO history books.

The evening of July 28th Mayher was watching television news that was laced with saucer stories. During the months of May and June the state of Florida had had its share of sightings with fascination reaching a fevered pitch when a UFO (meteor?) zoomed across the heavens in plain view of hundreds of sailors at Key West.

The night of the Washington D.C. manifestations, the Florida press reported that there had been a local sighting of something in the air:

"Thomas W. Serter, who lives in the Hollywood Beach Trailer Park, said he saw his 'saucer' when he awoke about 2 a.m. Sunday and could not get back to sleep. He looked out a window of his trailer and saw the brilliant orange ball 'hanging about 2,000 feet up.'

"He said the disc remained eerily motionless at least three minutes, then suddenly began to wobble and disappeared rapidly eastward over the ocean, within a matter of seconds." 326.

A local TV station, Miami's WTVJ, posted a sizable reward if any cameraman was was fortunate enough to capture a saucer on film since it seems that the mysterious objects had dared invade the region. On July 28th the same TV station reported a sighting by a Miami resident that told of an object so low and close to the witness it was said to have "rivalled the moon." A TV newsman interviewed the witness, a Mr. Goldstein, who claimed to have spotted the object, a huge reddish-orange blob that was left of the lunar orb in the night sky, a glowing mass that had hovered some three minutes, long enough for him to summon his wife to confirm the sighting. What happened then is explained in the following fashion by Mr. Goldstein:

"Then an airplane started coming in near it, apparently on its way to the airport. The disc started moving slowly, then picked up speed and zoomed upward across the path of the plane and out of sight, hundreds of times faster than any plane I've ever seen." 327.

Mayher was so fascinated by the Goldstein account he mulled it over and decided that the UFO might make a repeat appearance, afterall, he thought, didn't the UFOs over Washington D.C. return? He checked out a first class movie camera from military stores and then phoned the Goldsteins. Mayher found the Goldsteins very cooperative when he asked to spend the evening in their backyard in the hope the UFO would reappear. Accompanied by his wife and a friend named Richard Boswell, Mayher arrived at the Goldstein's residence as darkness fell over Miami. The Goldstein's neighbors, Mr. and Mrs. Stern, invited everyone over to their yard for the saucer watch since they had lawn furniture and the observers could therefore be more comfortable. It was a perfect night for observing, a clear, warm, windless atmosphere with the moon at one-quarter. It was getting late (9:30 p.m.) when Mayher happened to note the time and let drop the remark: "No saucer yet?" 328. Mayher and the others were suddenly jolted by an "answer" to the question! A woman across the way

who was not part of their little group but evidently quite aware of the neighborhood newsstory of the night before, let out a shriek: "THERE IT IS AGAIN!" Momentarily paralyzed by surprise, Mayher took a half minute to get his camera ready to film. Spotting a strange blob of light coursing across the heavens, Mayher aimed the best he could and exposed 50 feet of film. Mayher was in a rapture. To him it was a chance of a lifetime and he may have made the best of it! The Goldsteins and the others rushed to phone the newsmedia but Mayher's first thought was not to make the next newscast. He pondered the possible importance of the film to the military so he informed the Acting Duty Officer at his Marine base, Lt. Aldridge, who advised that the film should be handed over to Navy authorities for study. 329. 330.

Quite a few bluish-white bodies flashed over West Palm Beach, Florida, between 10:30 p.m. to midnight July 29th. Some people suggested the objects were meteors although witnesses mention only horizontal flight paths and that one of the objects made a 90-degree turn. Another observer said that about every 15 minutes some three or four glowing bodies would zoom overhead, most going east to west. No word of similar sightings was received from other areas. 331. If these were meteors they would be visible all over the South, would they not?

"Security leak?"

At 10:30 p.m. MST the S/Sgt. in Great Falls, Montana, got another phone call about the UFO incident that day (What more was there to tell?!) and to the airman's surprise the call was long distance from Mc Chord AFB, Washington, concerning the "queer saucer alert" heard over the swank box. An Air Force Captain did the talking, while a Colonel, whom the S/Sgt. understood was the base CO, listened in on the conversation. The Captain asked about the source of the queer message, which prompted the S/Sgt. to repeat his story about the "alert" being "announced" over the Mc Chord channel. That incurred a heated denial by the Captain that such a transmission was ever sent. In his defense, the S/Sgt. began to list the people who had also heard the message and were ready to verify his version of events. The Captain cooled off and mumbled something about a "security leak." Concerned when he heard the word "security" the S/Sgt. expressed a hope he would not be disciplined which drew from the Captain assurances that he hardly thought that would happen (The reader should note that this story is not from some sensational civilian source. It is straight out of official Air Force records!)

The S/Sgt. received still another phone call that night, at 11:45 p.m., when a representative of the Associated Press based in Great Falls rang him up to get details the newsservice might have missed, also saying that Air Force authorities in Seattle were pressing AP for information on the source of a news account about the "saucer alert." For the last time the S/Sgt. told his story. 332. Did the Air Force have a secret "UFO alert" network?????

"This man was not kidding."

Believe it or not, as Ripley says, the following story appeared in the Wichita, Kansas, Wichita Eagle concerning an event that was supposed to have taken place the evening of July 29, 1952:

"Sid Eubanks, the Wichita salesman who reported to police in Enid, Oklahoma that his car was almost swept from the highway by a flying saucer, returned to Wichita a few hours later, clam but perplexed.

"The photographic supply firm agent was trembling when he reported the incident to Oklahoma officers [Desk Sgt. Vern Benell]. The story he told them was unbelievable, yet they believed. 'This man was not kidding,' a veteran policeman said later.

"'I was scared half to death,' Eubanks said. 'I know that many will not believe me. I will admit that what happened is fantastic, but I will swear that it happened as I reported it. I was tempted not to report it, but I knew it was my duty to do so, especially with the Air Force Base nearby.'

"Mr. Eubanks said: 'I was traveling to Enid, Oklahoma on U.S. Highway 81 about 9:30 p.m. Somewhere between Bison and Waukomis, an enormous object crossed over just ahead of me. What I saw frightened me so much I drove right off the highway. At the same time, there was a tremendous air rush which almost upset my car. It all happened in a flash, yet I have a clear picture of the thing burned into my mind. It was huge, about 400 feet long and 100 feet wide, and seemed to be oblong in shape. The most distinctive thing I can remember is a number of lights which could be seen all around the perimeter.

"'They were not sources of light such as one associated with lamps or bulbs. Rather, they seemed to let light pass through them, much in the matter of the portholes of a ship. Yes, portholes is a description of them. I could not make out the depth of the object; it was too dark for that. There were no flames. The lights were yellow-orange.'

"'The speed. I would say, was between 1500 to 2000 miles per hour. I'm no expert on air speeds, but this thing was several times faster than jets I've seen - just a 'swoosh' and it was gone. Other than the roar of the air rushing in, there was no noise such as heard in the wake of low flying aircraft.

"'The thing went - I should say - ten miles, then it turned. It was not the long, banking turn of an airplane. I've never seen anything like it. It was going east, and then, suddenly, it was going north. The altitude seemed to be under 1,000 feet,' Eubanks added.

"Unfortunately, there were no other motorists in the vicinity. 'I have no other proof to offer, that's my story, it happened and that's all there is to it.'" 333.

One could dismiss the report as a real event, but not the effect it had (Although all the usual UFO characteristics are in the account, the shape, the color, the abrupt turn, and the lack of sound.). The Enid police were convinced the man "was not kidding" so you can be sure they watched the skies more carefully while on patrol. And what did the millions of Americans think when they scanned a newswire account of a man "scared half to death" by a UFO?

Can UFOs defeat radar?

Before July 29th became history, there occurred a UFO incident in New Mexico that is of interest in how the UFO was, or was not, detected by radar.

A Lieutenant George E. Funk, Duty Controller at the 135th AC&W radar site located at Kirtland AFB, Albuquerque, New Mexico, was outside the radar operations room at 11:02 p.m. that night looking west at a strange mass of light. Several enlisted men joined the officer shortly thereafter. The men observed the glowing spot through a transit. Nothing was on the 135th's radar screens.

Here is where the incident becomes fascinating. At about 15 minutes after midnight Lt. Funk called the radar site to the west of Kirtland, the 769th AC&W unit perched atop the Continental Divide, and told them about the odd light. Studying their scopes, the men of the 769th could make out no indication of a solid body to the east between them and Kirtland. Since Kirtland had had no luck with radar either, some of the 769th personnel left their dark operations room and attempted to locate the supposed luminous body visually. These people immediately saw the glowing mass in

U.S. Navy
Visual Observation
of Flying Object
by Capt T.B. Benton

Appeared to be About
Size of a Lockheed
Constellation about 20
miles away

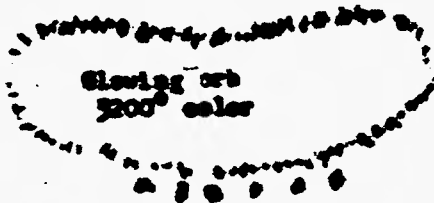


← of This Configuration
Below 12,000 Ft Overcast.

T B Benton
Capt USN

At 00.35 HRT 30 Aug
The Object was Observed
Through 7X30 Binoculars and
appeared to be the Size of a
Constellation About 25 Miles away
Lockheed

← Faint Light Reflected
From Overcast above Object



Small Lights Underneath
Appeared to be Reflected
Light From Within Object
on Either Its Self or
Something Underneath

The object appeared to hover for about 4 minutes and then slowly travel in
an orbit about 4 miles across. then it headed northwesterly at a speed of about
200 K occasionally turning on its light off

"Glowing mass" in the air near Kirtland AFB

the eastern sky, hovering just under a cloud, an estimated 25 miles away. The phenomenon remained motionless for several minutes which allowed Air Force Captain T.B. Benton of the 769th time to study the thing with 7x50 binoculars. He guessed the light mass was the size of a Lockheed Constellation airliner and looking hard noticed a faint light reflection off the cloud layer just above the glowing blob indicating that it was a material body of some fiery-like nature suspended in the air rather than an optical illusion. At the end of several minutes of hovering, the light mass began to move in flat circle, then it dimmed, and then moved out of sight as it travelled in a northern direction.

A jet fighter was scrambled to investigate but it arrived too late. 334.

The location of the observers provides evidence that the light was a body parked in the atmosphere, apparently a very large body, that somehow was able to cloak itself from two different radars. Could UFOs defeat radar? Could this explain the Washington D.C. mystery?

July 30th.

Keyhoe had landed in New York at midnight and during the flight north had convinced himself the Air Force was engaged in a campaign of evasion for the "good of the country." After deplaning and scanning two early editions of some New York papers, he noted with alarm that the official evasion campaign had apparently worked, for the newsstories indicated acceptance of the temperature inversion theory. He suddenly felt alone in his views and did not relish his previously scheduled radio programs on stations in the Big Apple discussing a mystery that "had been solved." All was not gloom however, a TWA Captain called Keyhoe at his hotel and expressed irritation with the results of the Pentagon press conference, saying that many other pilots felt the same. The call gave Keyhoe a boost for it reminded him there were many who would back him up when the chips were down. 335.

The Florida area stayed "hot" that morning, the best case occurring at 3:36 a.m. just north of Jacksonville. The pilot and crew of an Eastern Airlines Constellation encountered something at that time and later filed a report with Flight Service. The Flight Service people wrote:

"The object was described as a stationary, extremely bright amber light, which after 2 or 3 minutes accelerated to an extremely high speed and headed in a westerly direction. The object was first observed off the left wing of the Constellation, then moved directly in front of the aircraft and disappeared from view off the right wing. It appeared to be 10 miles from the Constellation." 336.

Later that morning two reports came in from Orlando, Florida; one at 9:00 a.m. which mentioned an egg-shaped, aluminum colored object flying in a gentle turn, and another report at 11:15 a.m. which told of a bright, white, disk flying in a straight line north to south. 337.

The Mayher interrogation.

The morning editions of the Miami papers trumpeted the fact that pictorial proof of the mystery marauders of the skies had been obtained locally, but Mayher's Marine superiors were more restrained. Three officers, two Captains and a Major, interrogated Mayher for an hour. The interrogation team then suggested that the film be developed, and in a move that might be considered unusual, lacking the intrigue often attributed to the military's handling of the UFO mystery (But then it was the Marines and not the Air Force) it was decided that the facilities of the local TV station would be utilized with Mayher sent along as an observer to the proceedings. The trip to the station was not a comfortable one for the "saucer photographer," for

in general people were dubious of the authenticity of any image and the prejudices perturbed Mayher. He did, however, encounter a sympathetic soul at the station, a lab technician by the name of Norman Bean who was a saucer buff and was more than ready to see that Mayher got a fair shake. When developed the first 10 feet of celluloid showed nothing, but when the rest of the frames were held up to the light there on the emulsion was a spot which indicated that something was moving across a black background. If the military had thought to keep the film confidential it had blundered by processing the film at the station. The anchorman for the station's newsteam, (station WTVJ) was there in the lab the whole time taking notes. The film was projected over and over with all present making comments and sharing opinions. 338.

The Marine CO of the Miami air station explained his open handling of the Mayher film in a letter to the Commandant of the Marine Corps in Washington:

"Since there was so much interest shown in the film by the press, this Command decided to make the photographs public to avoid having the press build up the story to a point where the general public would think that the Marine Corps had some very spectacular pictures." 339.

The print media was highly interested although scooped by the television station. Both the local Miami Herald and the Daily News were frantic for stills from the movie accompanied by some sort of official statement. The fact that Mayher had done his filming off duty provided an excellent excuse for avoiding an official comment which the air station PIO man used to take himself off the hook. Why go out of one's way to make one's job harder?

Miami Herald reporter O.J. Smith believed in the film and when the local Marine PIO office declined a statement, he told the Marines he was going to alert the Pentagon, and when Smith did, discussing the film with a Colonel W.K. Smith of Air Force Intelligence, he got some satisfaction. The Colonel said the Air Force was very interested and would request copies of the frames showing the mystery object. 340.

Major William Frazier of Air Force Intelligence arrived on the scene to take care of the film and he happened to have penned a chatty little letter to his superiors at this time. Preserved in military records, we can read this letter which has some information concerning the forwarding of the Mayher film to higher authorities. In his missive Major Frazier remarked that he had sealed up the film to protect it, after nothing that an image of some sort was visible. The Major described Mayher as sincere but a bit emotional because of the publicity (which is understandable) and that the others witnesses with Mayher at the time of the filming appeared to be in mild shock.

He went on to complain of the workload caused by the great number of local UFO reports (Was the Mayher case and the others investigated properly?) although a visit to the Miami weather bureau had explained, or seemed to, some UFO sightings as due to weather balloons.

While on the subject of UFO sightings, the Major expressed puzzlement that nearly every UFO report made no mention of the nature of propulsion (Yes indeed! If people were merely using their imaginations why leave that out?), so he suggested that some type of magnetic power was being utilized, ending his bit of speculation by apologizing for implying that UFOs were actually metal craft.

The Major signed off by acknowledging Pentagon instructions to phone if anything of special (He underlined this word.) significance took place. 341. There is no clue to what special meant.

"AIR FORCE DEBUNKS SAUCERS AS JUST NATURAL PHENOMENA" was the headline in the July 30th edition of the New York Times. It was front page stuff --top center. Stirred in was a flat assertion by Dr. Samuel L. Boothroyd, professor emeritus of astronomy

at Cornell: "No huge mass traveling at the rapid speed of the saucers could change direction instantly as do the reported flying phenomena." 342.

Dr. Donald Menzel of Harvard, the arch foe of UFOs for decades to come, predicted: "...the sightings would disappear when the present hot spell is over." 343.

Keyhoe noted that radio stations put psychiatrists on the air to label UFO witnesses fools, while various newspapers gagged up sighting reports to make them appear like gullible morons were responsible. The Ottawa, Illinois, Republican Times went so far as to announce that it would refuse to print any more saucer nonsense. In Philadelphia, Pennsylvania, Dr. J.M. Levitt, Director of Fels Planetarium and one of the first to debunk the latest tales of flying crockery, told the press Air Force jets were chasing "mirages" and that the saucers would have vanished long ago: "...except that the pilots wanted to continue seeing them." 344.

"Amusement."

Dateline Seoul, South Korea, July 30th, was an article in the San Francisco Chronicle which informed Americans the commander of the U.S. Eighth Army fighting in Korea, General James A. Van Fleet, had found time from his war duties to say that no flying saucers had ever been seen in the warzone and that the Washington D.C. saucer stories had caused "interest and amusement" among the military in the Far East. 345. Perhaps the General never read any of his Intelligence Reports drawn up by his own people!

The controversy refuses to die.

The Chicago Daily News put the New York Times to shame by taking the trouble to assign its science writer, Arthur J. Snider, to do a whole series of articles on the saucer saga. All the Times ever seemed to do was read military handouts.

Snider immediately located two experts that put the issue in doubt. One was Dr. Harvey Ross, a microwave researcher for the Motorola company, who remarked: "I am familiar with the Washington radar setup and the observers. They are capable of distinguishing on the radar scope between natural phenomena and solid objects." 346. Lending support to Dr. Ross was another expert Snider found, a Dr. Robert Tobey of the Armour Research Foundation: "The speed and maneuverability of the blips cannot be accounted for by slow-moving clouds or other atmospheric conditions." 347.

Just how effective was the Air Force's public relations effort in dealing with the UFO problem at this time? Major General W.P. Fisher, Director, Air Force Legislative Liaison, admitted that the military was having trouble:

"The publicity fanfare given to the UFO controversy by the press, publishers, writers and others, reached a high pitch during 1952 and developed a tendency on the part of the public to question the Air Force's handling of the alleged 'menace' presented by flying saucers. This came to a climax in late July 1952 during the much publicized Washington Flying Saucer sightings which purported to show flying saucers over the Capital..." 346.

One of the Air Force's critics would be the civilian APRO group led by Mrs. Coral Lorenzen, who spent July recuperating from major surgery. Banging on her Remington portable atop her claw-foot antique library table and consulting her research material in cardboard file boxes in a corner of her living room, she produced Vol. 1, #1, of the APRO Bulletin, a slim mimeographed publication. In spite of this modest beginning APRO would gain in importance very quickly and be a source of concern to the CIA before the year was out! Over 30 years later the APRO organization would still be going strong.

"Delaware Flying Saucer Investigative Associates."

Keyhoe was more impressed by the founding of "Delaware Flying Saucer Investigative Associates" headed by a National Guard General and counted among its members pilots and aeronautical engineers (A precursor of NICAP?). Here, it seemed, was an alternative to the official impasse (Unfortunately this group folded so fast we know no more about them. If someone reading this can help in any way in providing any sort of information about the organization, I would be very interested -- Loren E. Gross).

Keyhoe threw a question at Al Chop, the Air Force's press aide, which tested Chop's feelings about civilian UFO investigators. Chop replied: "We're not against them but there's one bad effect. It gives the public the idea we're not taking the saucers seriously." 349. With the recent Washington press conference still fresh in his mind, Keyhoe couldn't resist reminding Chop of the odd statements of General Samford and why such questionable military endeavors should not inspire private efforts. Surprisingly, Chop conceded that BLUE BOOK, at least, was less than perfect but better methods were now being employed. And then he dropped a revealing remark, saying that nothing much new was being learned and probably wouldn't be: "...until the saucers move into a new phase." 350.

"Had to hide the facts."

Years later Ruppelt confessed:

"The Washington National sightings proved one thing, something that many of us already knew: in order to forestall any more trouble similar to what we'd just been through we always had to get all of the facts and to not try to hide them. A great deal of the press's interest was caused by the Air Force's reluctance to give out any information, and the reluctance on the part of the Air Force was caused by simply not having gone out to find the answers." 351.

The Washington Post had a view of the Air Force's hedging that shared some similarity with Keyhoe's. Assessing an Air Force spokesman statement (Circa late July 1952), the Post commented: "Obviously trying to dampen any wild speculation about 'men from Mars' or impending attacks on the United States from overseas, he said the Air Force is giving all reports 'adequate but not frantic' checks." 352.

A big lift to the Air Force was word from C.A. La Rue, Chief of the CAA Airways Operations Division for Region 1. Region 1 was headquartered at New York's Idlewild Airport and controlled the Air Route Traffic Control Center in Washington. According to a story in the press, La Rue: "...hinted that observers had been over-imaginative...[and] the low speeds indicated that the Washington radar beams had bent and picked up ground objects like a truck or a bus." 353.

Keyhoe contacted Harry G. Barnes, senior controller at the CAA center at Washington National Airport and asked for his reaction to all the talk about temperature inversions. Barnes said:

"Every man in here knows temperature inversion effects. When an inversion is big enough, it picks up all sort of 'ground clutter' -water tanks, buildings, bridges, shore lines and so on. But anybody can recognize it -you'll see huge purplish blobs, but nothing like those blips we tracked. And in the six years I've watched these scopes, absolutely nothing -high speed jets, storms, inversions, or anything else -has ever caused echoes that maneuvered like that, and we have had identical weather conditions many times." 354.

Barnes also affirmed the mysterious character of the radar targets while being interviewed by reporter Richard Reilly of the Washington Times-Herald:

"The targets would appear and drift along from 60 to 150 miles per hour and then give the impression of doing one of two things: (a) disappearing and then reappearing at a later time somewhere else on the screen, or (b) accelerating at such a terrific speed that they would give the appearance of having disappeared and reappeared at a wide distance on the screen." 355.

Furthermore:

"There is no possibility of a mistake about this....the targets made right angle turns and completely reversed their direction at speeds in excess of 100 miles per hour --something a plane cannot, of course, do." 356.

Keyhoe checked with the other controllers and technicians, and found that they backed Barnes and not CAA chief La Rue. There was agreement that: "...there was no ground clutter either time, except the big blotch we always have at the center of the scope, where the bottom of the beam picks up the airport buildings." 357.

Making inquiries, Keyhoe also ran across some radar experts ready to argue with the inversion theory. Vaughn D. Rockne, senior radar specialist for the U.S. Weather Bureau, said he had never: "...seen or heard of such blips." 358. And a Dr. John Hagin, the leading radio astronomer at the U.S. Navy's research lab, remarked that: "Even with an extreme inversion conditions it would have to be very, very unusual to cause such effects." 359.

Keyhoe even asked the Air Force to supply its own expert to comment on the inversion theory. The military selected Major Lewis S. Norman Jr. whose speciality was the effect of temperature on radar beams. Major Norman said that conditions would have to be extraordinary:

"Turbulence in an inversion layers is absolutely necessary to get the effect of high speed and fantastic maneuvers. It can result from up or down drafts, or such 'bubbles' may be caused by heated air from smoke-stacks." 360.

And there was another condition that had to be met. According to Major Norman the temperature of the air would have to meet a certain minimum: "On the centigrade scale, between 5 and 10 degrees. If you used the Fahrenheit scale, it would take an inversion between 9 and 10." 361.

Keyhoe investigated and found that on the night of July 19/20 the temperature was one degree Fahrenheit, and on the night of July 26/27 the temperature was two degrees.

Since the weather data was vital, we will document the exact details as they were obtained by Keyhoe. The weather information was obtained from the National Weather Center. The director of the center, Mr. Roy L. Fox, dictated a long letter which said:

"For the dates of interest to you, upper air observations were made at Silver Hill Observatory, Maryland rather than at Washington National Airport, but these locations are sufficiently near each other for the Silver Hill to be representative of the general area of interest.

"In the data which follow, local time is given, temperature difference is given in degrees Centigrade and altitude is given as station level, 88 meters would be subtracted from the metric altitudes given below." 362.

For the first date of interest he wrote that on:

"July 19, 1952, 10 P.M. observation: An inversion from the surface to 340 meters. Temperature at the top of inversion was 1.7 degrees warmer than at base of inversion. There was an isothermal condition (no temperature change) between 2,780 and 3,100 meters." 363.

For the second date of interest he wrote that on:

"July 26, 1952, 10 P.M. observation: An inversion from the surface to 360 meters. Temperature at top of inversion was 1.1 degrees warmer than at base of inversion. There was another inversion between 1,310 and 1,370 meters where the temperature at top was 0.7 warmer than at base of inversion..." 364.

Before, however, information on the exact temperatures were made known by Keyhoe and others, the CAA had a hearing and came out strong in favor of the inversion theory. It was:

"...concluded, the lack of cloud cover caused solar heating in the day and radiation cooling on the surface at night - a condition which, with prevailing light winds, made temperature inversions especially likely in the dark hours. Similarly, visual sightings were attributed to refracted light rays - mirage effects that enabled observers to see objects beyond their normal range of vision." 365.

Dr. James Mc Donald, in his 1967 review of the Washington D.C. incidents, carefully checked the radiosonde data for both July 19/20 and July 26/27 and came to a conclusion that the radar ducting idea was absurd. 366. Yet while Dr. Mc Donald's analysis is often quoted to counter the inversion hypothesis, another detailed examination was published in 1969, two years after Mc Donald's paper, and it may have more to say about the issue. This latter material contains considerable technical data which the reader can scrutinize, however only an expert can pass judgement on it and so far no qualified scholar has made the attempt. A scrutiny should be done since the conclusions do not seem very firm. We are referring here to Gordon D. Thayer's work on optical and radar cases published in the book: Scientific Study of Unidentified Flying Objects, which detailed the research conducted by the University of Colorado for the Air Force and is popularly known as the "Condon Report." In his summations Thayer wrote that the Washington radar targets "may probably be" anomalous radar propagation, and as for the visual sightings, with one and possibly two exceptions, "may have been" stars or meteors" enhanced by a temperature inversion near the ground. 367.

The jury may (Let us use the word "may" since Thayer does.) still be out on the Washington D.C. incidents. No one, for example, has ever tried to explain why the incidents took place almost exactly one week apart? Also, the fact that there other swarms of radar targets in the weeks following should have been played up but they were kept quiet (We are talking here of incidents occurring in August which are not covered in this booklet.). These later manifestations provided good opportunities to test the weather inversion theory but there is no indication at all that the military did anything except keep their existence confidential. It might be understandable why the military would want to keep the later manifestations out of the press due to the excitement the previous incidents had caused and after the Air Force had apparently succeeded in getting the news media off its back, but why is there so little about the August radar targets in BLUE BOOK files?

In 1967 Controller Barnes was quoted in Look magazine (Note that he had 15 years to ponder things.) as saying: "I do not intend to shoot down the CAA report, but I took the position at the time there was something out there. My colleagues and I

were convinced that something was giving us a return." 368.

At the time, the Summer of 1952, the CAA prevented Barnes from attacking the inversion theory. This may not have been due to Air Force pressure (At least we have way of knowing otherwise.) but from the apprehension that air travellers would balk at using the services of Washington National if its air controllers were incompetent. Indeed, this may have uppermost in La Rue's mind. Asked why Barnes was stopped from expressing his ideas by the CAA, an unnamed spokesman was quoted as saying: "We can't permit him to do that, people would say he was seeing things." 369.

To Keyhoe the UFOs over Washington were real machines and having erased doubts about their authenticity to his own satisfaction, he dared to explore other quite startling questions.

"My hair would probably stand on end."

An interesting question posed to Controller Barnes later dealt with the idea of making possible radio contact with the mystery targets. Barnes was taken aback at the suggestion and it made him wonder about his reactions. It was suggested that perhaps Barnes could have radioed: "You, out there three miles north of the airport; if you read me, make a right turn." 370. To that Barnes answered: "If it did turn, my hair would probably stand on end." 371.

Keyhoe remembered asking the Air Force a similar question: "At the end of the July conference, I had asked Colonel Bower about this." He told me the Air Force had never tried to communicate with the saucers, and Ruppelt had given me the same answer." 372. Keyhoe would have been knocked out of his chair if had just changed his question to: "Had any UFOs tried to make radio contact with us?" and had been given an honest reply, the fact that the Air Force was investigating assertions that an odd-sounding voice over a jet pilots' radio channel during a UFO intercept had called the pilot by name -- "Casey!"

Some July 30th UFO reports.

"Split" in two?

According to the Los Angeles press:

"Ted Golin, 28, the former pilot, said he saw the object last night and watched it break into two halves, with both pieces flying independently.

"He said the object was oval in shape and looked like an 'oscillating star.' Several other witnesses also reported watching the object in the sky over nearby Culver City shortly after sundown.

"Golin said the object was above the clouds, which he estimated to be 30,000 feet high, and said it moved parallel to the earth." 373.

The end of the month of July saw few reports. A "plate-like" object was reported over Gard, France, on July 30th, and within hours in another place in the country, at Aix-en-Provence, a woman getting ready to retire for the evening sighted through her bedroom window a marvelous vision, an object that resembled a: "...brilliantly shining cylinder like an immense neon tube." 374. When she described the sight to authorities she exclaimed: "I was not dreaming!" 375.

In North Africa on the same date, at Sainte Barbe du Tlelat, a police adjutant, a cab driver, and two regular patrolmen, were surprised by a luminous flying phenomena they couldn't identify. The police soon after issued instructions that henceforth any and all UFO sightings would be logged along with crime reports. 376.

Stateside there was an interesting story out of Minnesota about 3:30 p.m. local time, but otherwise, as usual, things didn't begin to get busy until evening.

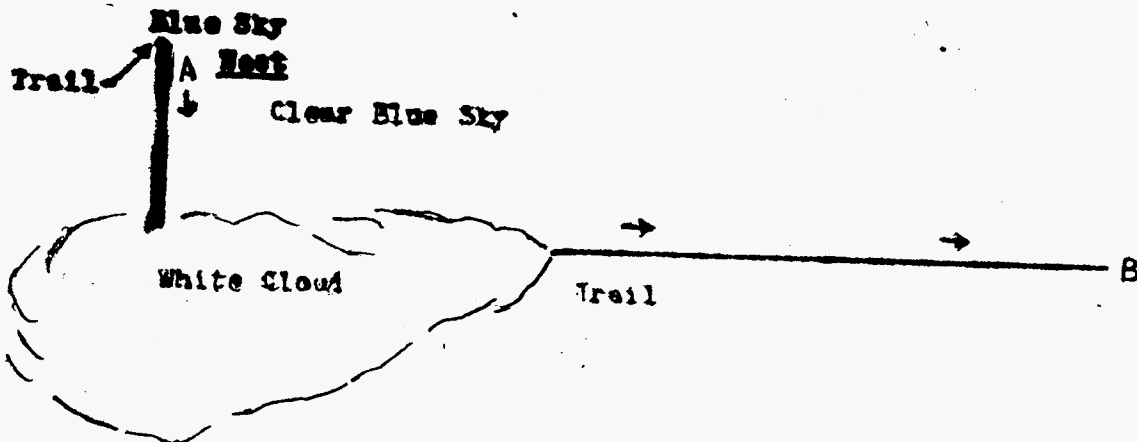
A housewife was in her kitchen in her home in Duluth, Minnesota, at 3:19 p.m. when her five-year-old daughter exclaimed something about a white streak dropping

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.

← A white trail coming straight down from sky with slightly "twisty" movement of fleecy white at bottom, appearing with distinct edges and appeared about 4 inches wide, in West.

White trail out cloud with movement heading Southeast, more East than South.

26. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



Drawing by witness

Duluth, Minnesota

down out of a blue sky. The woman looked out the kitchen window and saw a thick white band of vapor plunge into a cloud, and then, to her surprise, it did not emerge from the bottom of the cloud but came out horizontally(See official drawing submitted by the witness.). 377.

A round white object was viewed over Holloman AFB, New Mexico, at 9:15 p.m. MST. An airman watched as the object made a 180 degree turn very rapidly, stopped, and then climbed out of sight. 378.

A disk-shaped object giving off luminous rays was spotted over San Antonio, Texas, at 10:00 p.m. The military teletype message relaying the account stated:

"Object hovered directly overhead at an estimated altitude of 5,000 feet and upon approach of C-97 aircraft, object rose rapidly to 10,000 feet then let down to approximately 5,000 feet again. Object was observed approximately 30 minutes. Object had ability to change direction very rapidly and disappeared by moving off laterally at a tremendous speed." 379.

This reported characteristic of a UFO changing altitude when an aircraft approached has been recorded a number of times.

Mysterious lights were viewed by civilians over Georgia at 10:05 p.m. Spartansburg radio contacted a passing T-33 jet to have it search for any UFOs in the area of Atlanta. The pilot managed to sight an object changing color from blue to amber and then back to blue. The object was at an estimated altitude of 42,000 feet. The UFO was hard to track and as a result was lost from sight after 10 minutes. The object was sighted again over the city of Macon where it was seen to flash a red light before dimming. After it dimmed, it zoomed heavenward at a 60 degree angle, breaking up into a cluster of smaller lights as it climbed away. On his way to Robbins AFB the same pilot saw an amber colored light streak by him in a 20 degree climb. 380.

Robbins AFB then received word of an unidentified flying object hovering west of Atlanta for a period of 20 minutes, glowing red, and then changing to orange, and then to a white hue. The report on this sighting was logged at Robbins at 11:45 p.m. but the actual time of the sighting that evening was not recorded in the military file. 381.

"Revolving spherical mass."

Control Tower personnel at Maxwell AFB, Alabama, were wide-eyed after they became aware of a bright dot approaching the airfield out of the blackness to the west at 11:20 p.m. The phenomenon was in sight for 10 minutes and covered an angle of 15 degrees as it moved toward the northwest. It appeared to be about 25 miles away and at that distance was examined with binoculars. The thing appeared to be:

"...a revolving spherical mass similar to, but larger than, a star whose colors alternately changed from light blue to amber and red. There was no sound coming from that direction and no trails were observed. The object, definitely not a conventional type of aircraft, had a slight swaying motion similar to the one of a pendulum." 382.

July 31st.

Editorial:"Useful Saucers."

The New York Times's contribution in the aftermath of the Washington press conference held by General Samford was an editorial that went to great lengths to try

and prove that the gathering had served science, educating the press corps to the peculiarities of nature. This was yet another example of Times' loyalty to the Pentagon's view of the UFO problem.

The United Press issued a dispatch dated July 31st that told of the Air Force contacting the newsmedia to make a claim that General Samford's press conference had managed to moderate inquiries from the public, that space visitor alarms and doubts about the expertise of the military's investigations had been replaced by questions concerning the technical details of the Air Force's plans to use some scientific devices to record any aerial objects of unknown character. This public relation success was attributed to the General's skill of describing UFOs as tricks of nature and of his expressed optimism on the planned energetic use of investigative instrumentation. The same source, unnamed, using carefully chosen words so as to not actually indorse the idea, encouraged the inversion hypothesis:

"There seems to be growing acceptance of the theory expounded at Samford's 'saucerian' seminar with the press that the flurry of Washington sightings were optical and radar illusions caused by heat wave effects." 383.

Less sure about the mystery boiling down to honest misinterpretations of natural phenomena, other in the Fourth Estate maintained an anxious watch. Monitoring the region around the Federal Capital, the Washington Post reported on the last day of July that things were quiet saucer-wise locally, although a few sightings were being made elsewhere in the nation.

The only UFO news of consequence in Washington D.C. was Major General Roger Ramey's identification of some strange metallic strips found near the city as a type of "chaff" which had been dropped by Air Force planes during a recent military air defence exercise. The stuff was designed to produce deceptive radar returns so some people had wondered if there was a connection with the mystery radar targets being painted on Washington area scopes, an idea General Ramey would not indorse. Experts supported the General, explaining that "chaff," very light strips of metal foil, created diffused returns in contrast to the sharp targets reported by Barnes' team, to say nothing of the fact that the unexplained targets moved against the wind, hardly something the chaff could accomplish. 384.

"Scary as the unknown."

The possibility that the heavenly apparitions could be eerie intruders continued to fascinate. When Washington columnist Frederick C. Othman had lunch with saucer writer Donald Keyhoe on July 31st, it was an experience he called "hair raising" since, in Othman's words, there was nothing as "scary as the unknown." Calling Keyhoe a "leading UFO authority" that held a honest but reluctant opinion that the extraterrestrial answer was valid, Othman seemed to accept Keyhoe's assertion that "authorities were coming around." 385. The Pentagon press conference, as indicated by Othman's article, was proving to be only a temporary setback to Keyhoe.

The Mayher case continued.

Headlines in the Miami papers about Mayher's UFO film encouraged three Navy pilots to come forward and reveal that they had been flying near Miami Beach around the time Mayher took his pictures. The flyers told the press they had also seen a speeding body, although they assumed it had been a meteor. Lt. Comdr. Joe Gardner and Lt. Joe Mills both remarked that what they had seen was different in color from what Mayher was said to have photographed. The two Navy officers said the object they observed was "greenish and reddish." The third Navy flyer, Lt. I.M. Blum, did not agree with his fellow flyers, saying that it was his impression the object was a "very deep blue." 386. In any case, the flyers did offer evidence of a flying body of some sort over Miami that night. 387.

The afternoon of the 31st Mayher was summoned to the CO's office at the Navy

Air Station. Waiting for him was Major William Frazier of U.S. Air Force Intelligence, a Mr. Douglas of the Office of Naval Intelligence, and an officer of the Air Force's OSI by the name of Hamilton. Mayher was informed that Major Frazier had taken possession of the saucer film and was forwarding it to the "proper Air Force authority." A receipt for the film was retained by the Naval Air Station and a copy of the paper given to Mr. Douglas. The signature on the receipt was Major Frazier's. 388. This is important to note because of the confusion accompanying the travels of the film from organization to organization over the years.

The Fertig pictures.

Less known was another bit of photographic evidence that dates from the Summer of 1952. A Mr. Peter Fertig, who owned a home on the shore of Liberty Lake, Washington, noticed an object hovering in the air above the lake the afternoon of July 30th at an altitude of an estimated 20,000 feet. The object remained parked in that position for almost an hour giving Mr. Fertig plenty of time to locate a camera and take two pictures, one with an infra-red filter and one without. According to Mr. Fertig, the strange object only shifted position once during its sixty minute stay and that occurred when an airliner flew into the area, causing the object to react by moving higher in the sky. The climb was followed by a descent to its original altitude after the airplane had left the vicinity. Regardless of the merits or non-merits of the case, this odd maneuver is an interesting possible indication that Mr. Fertig may have actually seen and photographed a "real UFO." Such movement in apparent reaction to an aircraft had been reported on a number of occasions but how could Mr. Fertig know that without being a serious student of the UFO problem?

When the Fertig film was developed, nothing was visible on the negative that was exposed without a filter, but the negative exposed with a red filter showed a white dot against a black sky. Mr. Fertig thought enough of the results to send both of negatives to nearby Fairchild AFB where PIO Capt. Patrick Cullen accepted them and promised to forward the pictures to the proper authorities. 389. The fate of the negatives and any results from an analysis cannot be found in BLUE BOOK records.

A pair of thin, lens-like, objects hove into view over Columbus, Ohio, at 6:08 EST, July 31st. From his backyard in the residential section of the city a 38 year-old research chemist employed by the Battelle Memorial Institute watched what he at first believed were dandelion seeds sailing through the air on a steady course. It quickly became apparent that the steady course was much too steady to attribute to the wind which amounted to only a slight breeze on that dry, warm day. Observing carefully, the man noted the object had a disk shape and an aluminum color which convinced him he was seeing a possible mechanical device. As the objects approached, one reversed course while the second object rose out of sight into the bright twilight. 390.

Project SECOND STOREY.

The Washington D.C. UFO events also had an impact on an Canadian UFO effort, Project SECOND STOREY. This project had been established by the Canadian Defense Research Board and at the time, July of 1952, was more of a loose committee than a working research body. It had been formed to discuss two things: 1.) The possibility that UFO reports might represent real objects; 2.) The increasing public concern with the UFO problem. Two previous meetings on April 22nd and May 19th had not gone far in taking any action, but the Washington incidents had caused international excitement so on July 31st a third meeting was convened, and this time some serious proposals for assessing UFO reports were on the table. The gentleman who submitted the proposals was Wilbert Smith of the Canadian Department of Transport who was in

charge of the classified Project MAGNET. Smith's plan was to put a counterfeit UFO in the night sky over Ottawa, the nation's capital. He suggested that they rig a large balloon up with an aluminum cone lit up by a magnesium flare and have it float over the center of the city, sending it up when the wind was right. They could then study the UFO reports that would be generated to test the reliability of public's observational abilities (It should be remembered that the U.S. Air Force rejected civilian UFO reports made by persons with no technical training.). The committee approved the scheme but at the same time stipulated that the experiment's affiliation with SECOND STOREY or the Canadian military was to be prohibited. Smith agreed and planned to pull off his aerial hoax on September 8, 1952. 391. He was in for a big surprise.

Saucer squadrons?

Police and the staff of the Passaic, New Jersey, Herald-News, were puzzled by two UFO spectacles, one on July 22th and a second identical sky show on Saturday July 26th. According to observers in Passaic, Garfield, and Paramus a "squadron" of seven flying objects was witnessed travelling from horizon to horizon in an extended in-line formation. The sky was clear during these incidents which took a minute and a half to cross the vault of the heavens. The objects were said to be glowing, orange-colored, ovals similar in appearance with the exception of the leading one which seemed to be a bigger size than the other six and which sported a short "tail." Artist Frank Colanglio on the staff of the Herald-News illustrated the UFO formation speeding through the moon-lit night, relying on eye witness accounts. 392.

Herald-News' UFO project.

"Something's up there," proclaimed the Passaic Herald-News. Each new UFO report in the region around Passaic meant mounting credibility to the belief some strange objects were carrying out flights for some undivined reason.

The second overflight of a "saucer squadron" the night of the night of the notorious Washington D.C. uproar was the last straw. With the authorities floundering, the editor of the Herald-News had the audacity to commission its own UFO investigation. Members of the newspaper staff collected and studied July UFO reports from counties in northern New Jersey and determined that the following was evident:

- "1. Saucers sighted were all round and glowed either orange or pale yellow.
2. All have headed in a general northeasterly direction --away from Washington D.C. where they have been picked up on radar screens.
3. 'Jerky motion,' both high and slow speeds.
4. Soundless.
5. No tails except on 'lead' object in formation.
6. Do not diminish in size.
7. All were sighted between 9 p.m. and 3 a.m. on clear nights." 393.

The results of this tiny survey using a small sampling certainly contrasts with General Samford's definite NO! when asked if there was any pattern in UFO reports! A person would question some of the generalizations, but item number seven may be quite valid. Consulting all available catalogs, it seems that the vast majority of UFO sightings in those weeks did occur between 9 p.m. and 3 a.m. The newsmen might have also wondered why so few sightings during the day when people were about?

Some absolutely convinced.

Meanwhile, a full report on the jet chase of a UFO over Michigan that happened the early morning of the 29th arrived at ATIC and word of the startling radar-visual

ecounter swept throughtout Air Force Intelligence. Although some officers refused to budge from their position of UFO disbelief even in the face of this "impossible" case, other military experts urged the official recognition of the extraterrestrial theory! BLUE BOOK chief E.J. Ruppelt wrote: "A lot of people I knew were absolutely convinced this was the key --final proof." 394.

FOOTNOTES

1. (Not legible), Capt. Frank. Air Intelligence Information Report. 755 AC&W Squadron, Williams Bay, Wisconsin. 31 July 52. Air Force BLUE BOOK Files.
2. Flyobrpt. To: JED WP/CG Wright-Patterson AFB, Dayton, Ohio. From: AFOIN HQ Washington USAF, Washington 25 D.C. 23 July 52. Air Force BLUE BOOK Files.
3. Memorandum for the Record. Subject: "Trip to Washington D.C." 26 July 52. No source given. The wording of the text suggests that neither Ruppelt or Bower was the author. Air Force BLUE BOOK Files.
4. Greenhalgh, Major William. Air Intelligence Information Report. HQ 26th Air Division(Def.) Roslyn, New York. 22 July 52. Air Force BLUE BOOK Files.
5. Typed note titled: "Washington D.C. 2230 EDT 21 July 52." As telephoned to FOIN-2A2 on 28 July 52. No other source data. May be located in BLUE BOOK Files by date: 21 July 52.
6. Evans, Lt. Col. Bradford. "Report of Flying Objects as Observed at Patrick AFB, Florida." No other source data. Evans was the Assistant Executive Officer to the Commanding General. May be located in BLUE BOOK Files by date: 21 July 52.
7. Memorandum for the Record. Subject: "ATIC participation in the investigation of Washington incident of 20 July 52." 23 July 52. No other source data. Air Force BLUE BOOK Files.
8. Ruppelt, Edward J. The Report on Unidentified Flying Objects (Garden City, New York: Doubleday & Company, Inc., 1956), pp. 212-213.
9. Memorandum for the Record. Subject: "ATIC participation in the investigation of Washington incident of 20 July 52." 23 July 52. No other source data.
10. Memorandum for the Record. Subject: "Trip to Washington D.C." 26 July 52. No source given. Air Force BLUE BOOK Files.
11. Ibid.
12. Ruppelt, Edward J. The Report on Unidentified Flying Objects. pp. 216-215.
13. Memorandum for the Record, Subject: "ATIC participation in the investigation of Washington incident of 20 July 52." 23 July 52. No other source data. Air Force BLUE BOOK Files.
14. Ruppelt, Edward J. The Report on Unidentified Flying Objects. pp. 216-217.
15. Secord, S/A Richard S. Special Inquiry. DO# 17, Kirtland AFB, New Mexico. 30 August 52. Air Force BLUE BOOK Files.
16. Ibid.
17. Flyobrpt. To: ATIAA-5 Ruppelt. From: AFOIN-2C5 Fournet (Interrogation of the two officers that were both assigned to the Directorate of Manpower and Organization, Hq., USAF.) Air Force BLUE BOOK Files.
18. New York Times. 24 July 52.
19. King, Major Joseph. Air Intelligence Information Report 568th Air Base Group, McGuire AFB, New Jersey. 25 July 52. Air Force BLUE BOOK Files.
20. (Framingham, Massachusetts) The News. 24 July 52. p. 19.
21. King, WOJG Barton. Air Intelligence Information Report Pinecastle AFB, Florida. 24 July 52. Air Force BLUE BOOK Files.
22. Teletype Message. To: ATIC Wright-Patterson AFB, Dayton, Ohio. From: San Marcos AFB, Texas. No other source data. Air Force BLUE BOOK Files.
23. Memorandum for the Record. Subject: "UFO observation of 22 July 52." 9 July 68. (Filed with case data dated: 22 July 52) Air Force BLUE BOOK Files.
24. Portales, New Mexico. 22 July 52. (AP).
25. Albuquerque, New Mexico. 22 July 52. (AP).
26. Dunnington, Col. Frank. Memorandum. DO# 2 67 Broad Street, New York, N.Y. 24 July 52. OSI Records. Air Force BLUE BOOK Files.
27. Jones, Lt. Col. Robert. Spot Intelligence Report. DO# 1 Westover AFB, Massachusetts. 29 July 52. OSI Records. Air Force BLUE BOOK Files.

28. Letter:To:CG, ATIC, Wright-Patterson AFB, Dayton, Ohio. from:D.M. Little, Assistant Chief of Bureau(Operations) US Department of Commerce, Weather Bureau, Washington D.C. Air Force BLUE BOOK Files.
29. Ibid.
30. Boston, Massachusetts. 23 July 52 (UP).
31. Jones, Lt. Col. Robert. Spot Intelligence Report. DO#1 Westover AFB, Massachusetts. 31 July 52. Air Force BLUE BOOK Files.
32. Jones, Lt. Col. Robert. Spot Intelligence Report. DO#1 Westover AFB, Massachusetts. 29 July 52. Air Force BLUE BOOK Files.
33. Ibid.
34. Letter:To:CO, U.S. Naval Air Station, Patuxent River, Maryland. From:J.H. Brownlee, Intelligence Officer. 23 July 52. OSI Records. Air Force BLUE BOOK Files.
35. Jones, Lt. Col. Robert. Spot Intelligence Report. DO#1 Westover AFB, Massachusetts. 29 July 52. OSI Records. Air Force BLUE BOOK Files.
36. Flyobrpt. To:JEM WP/ATIC Wright-Patterson AFB, Dayton, Ohio. From:58th FIS 4707th DEF WG OTIS AFB MASS. Air Force BLUE BOOK Files.
37. Flyobrpt.To:ATIC Wright-Patterson AFB, Dayton, Ohio. ATTN:AIAA-2C. From: (Source not legible.) 23 July 52. Air Force BLUE BOOK Files.
38. Ibid.
39. Flyobrpt.To:JEP HQ/DIR of Intelligence. HQ USAF Washington 25, D.C. From: CG ADE ENT AFB Colorado Springs, Colorado. 23 July 52. Air Force BLUE BOOK Files.
40. Flyobrpt. To:JEP HQ Director of Intelligence, USAF. Washington D.C. From: 58th Fighter Interceptor Squadron, 4707th Defence Wing, Otis AFB, Massachusetts. 23 July 52. Air Force BLUE BOOK Files.
41. Flyobrpt.To:JEP HQ/Director of Intelligence, HQ USAF, Washington 25 D.C. From:CG 28th Air Division(Defence) Hamilton AFB, California. 24 July 52. Air Force BLUE BOOK Files.
42. Flyobrpt.To:JEP HQ/CG HQ USAF, Washington 25 D.C. From:CG 28th Air Division (Defence) Hamilton AFB, California. 24 July 52. Air Force BLUE BOOK Files.
43. Jones, Lt. Col. Robert. Spot Intelligence Report. DO#1 Westover AFB, Massachusetts. OSI Records. 31 July 52. Air Force BLUE BOOK Files.
44. Flyobrpt. To:JEP HQ/Director of Intelligence HQ USAF Washington 25 D.C. From:COC ADC AFB Colorado. 23 July 52. Air Force BLUE BOOK Files.
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47. Ibid.
48. (Washington D.C.) Times-Herald. 23 July 52.
49. Ibid.
50. Ibid.
51. Ibid.
52. (Washington D.C.) Washington Daily News. 23 July 52.
53. Teletype Report. To:CG ATIC Wright-Patterson AFB, Dayton, Ohio. From:HQ 2526th Air Base Wing, Mitchel AFB, New York. 23 July 52. Air Force BLUE BOOK Files.
54. Ibid.
55. Joint Messageform. To:CO HQ 2500 Air Base Wing, Mitchel AFB, New York. From: Capt. E.J. Ruppelt, CO ATIC. Air Force BLUE BOOK Files.
56. Flyobrpt. To:CG ATIC Wright-Patterson AFB, Dayton, Ohio. From:HQ 2500th Air Base Wing, Mitchel AFB, New York. 23 July 52. Air Force BLUE BOOK Files.
57. Joint Messageform.To:HQ 2500th Air Base Wing, Mitchel AFB, New York. From: CO ATIC. 30 July 52. Air Force BLUE BOOK Files.
58. Boston, Massachusetts. 23 July 52.
59. (Oakland, California) Oakland Tribune. 24 July 52.

60. Ibid.
61. Sidenbery, Capt. John. Air Intelligence Information Report. 35th Fighter-Interceptor Wing, North Honshu, Japan. APO 994. 13 August 52. Air Force BLUE BOOK Files.
62. Tentative Observers Questionnaire. 23 July 52. p.8. (No other source data. May be located by date:23 July 52, in Air Force BLUE BOOK Files.
63. Allen, Lt. Col. Frank. Flyobrpt. Flight Service, MATS, 3800 Newark St. N. W. Washington D.C. 24 July 52. Air Force BLUE BOOK Files.
64. Tentative Observers Questionnaire. (...deleted), Assistant Deputy Supervisor, Department of Corrections. 28 July 52. Air Force BLUE BOOK Files.
65. Ibid.
66. (Sioux City, Iowa) Sioux City Journal. 23 July 52.
67. (Passaic, New Jersey) Herald-News. 31 July 52.
68. (New York, New York) World-Telegram and Sun. 24 July 52.
69. Lehner, Capt. Anthony. Flyobrpt. Wing Intelligence, Moody AFB, Georgia. 5 August 52. Air Force BLUE BOOK Files.
70. Flyobrpt. To:JEP HQ/CG Wright-Patterson AFB, Dayton, Ohio. From:CG 28th AD Hamilton AFB, California. 25 July 52. Air Force BLUE BOOK Files.
71. Los Angeles, California. 24 July 52. (UP).
72. Ibid.
73. (Passaic, New Jersey) Herald-News. 31 July 52.
74. Jones, Lt. Col. Robert. Spot Intelligence Report. DO#1 Westover AFB, Massachusetts. 1 August 52. Air Force BLUE BOOK Files.
75. (Newark, New Jersey) Newark Star-Ledger. 26 July 52.
76. Columbus, Ohio. 24 July 52. (AP).
77. Tyler, Major Gerold. Flyobrpt. Flight Service, MATS, 3800 Newark St. N.W., Washington 25 D.C. 29 July 52. Air Force BLUE BOOK Files.
78. Ibid.
79. Sanders, 2nd Lt. D.M. Air Intelligence Information Report. 1404th FTR Bomber Wing. 25 July 52. Air Force BLUE BOOK Files.
80. Ibid.
81. Flyobrpt. To:CG ATIC Wright-Patterson AFB, Dayton, Ohio. From:AFOIN ATTIAA -2C. Air Force BLUE BOOK Files.
82. (Syracuse, New York) Syracuse Herald-Journal. 25 July 52. (INS).
83. "Report#-1B-9-52." Intelligence Directorate. HQ AAC Elmendorf AFB, Alaska. 25 July 52. Air Force BLUE BOOK Files.
84. Rise, Major C.S. Unidentified Flying Object Report. DCA/I HQ Tactical Air Command, Langley AFB, Virginia. 31 July 52. Air Force BLUE BOOK Files.
85. Groseclose, Capt. William. Air Intelligence Information Report. 655 AC&W Squadron, Watertown, New York. 28 July 52. Air Force BLUE BOOK Files
86. Matthews, Major James. Air Intelligence Information Report. 4710th Defense Wing, MCCA, Delaware. 28 July 52. Air Force BLUE BOOK Files.
87. (Washington D.C.) Washington Post. 25 July 52. p.18.
88. Ibid.
89. Parrish, 1st Lt. Glen. 34th Air Division, Kirtland AFB. 30 July 52. Air Force BLUE BOOK Files.
90. Ibid.
91. Russo, 2nd Lt. Alfonse. Air Intelligence Information Report. (No unit designation.) Langley AFB, Virginia. 26 July 52. Air Force BLUE BOOK Files.
92. Flyobrpt. To:JEDWP/ATIC Wright-Patterson AFB, Dayton, Ohio. From:HQ 4430th Air Base Wing, Langley AFB, Virginia. 26 July 52. Air Force BLUE BOOK Files.

93. Russo, 2nd Lt. Alfonse. Air Intelligence Information Report. (No unit designation.) Langley AFB, Virginia. 26 July 52. Air Force BLUE BOOK Files.
94. Flyobrpt. To:JEDWP/ATIC Wright-Patterson AFB, Dayton, Ohio. From:HQ 4430th Air Base Wing, Langley AFB, Virginia. 26 July 52. Air Force BLUE BOOK Files.
95. Flyobrpt. To:Deputy Chief of Staff, HQ Tactical Air Command, Langley AFB, Virginia. From:Capt.(...deleted) 1909-7, AACs Detachment, Langley AFB, Virginia. 29 July 52. Air Force BLUE BOOK Files.
96. Ibid, Report II.
97. Flyobrpt. To:JEDWP/C ATIC Wright-Patterson AFB, Dayton, Ohio. From:CG 28th ADD HAFZ California. 27 July 52. Air Force BLUE BOOK Files.
98. Ruppelt, Edward J. The Report on Unidentified Flying Objects. pp.222-223.
99. Flyobrpt. To:JEDWP/Chief, ATIC Wright-Patterson AFB, Dayton, Ohio. From:CO Andrews AFB, Maryland. 27 July 52. Air Force BLUE BOOK Files.
100. Spiewnkowald, T/Sgt. H. Statement:"Happenings of Saturday 26 July 52." Andrews AFB, Washington 25 D.C. Air Force BLUE BOOK Files.
101. Wittner, Major Edward. Air Intelligence Information Report. 91st Strategic Reconnaissance Wing, Barksdale AFB, Louisiana. 31 July 52. Air Force BLUE BOOK Files.
102. Palmer, 1st Lt. Samuel. Letter:Subject:"Report of Incident During Tour of Duty as Airdrome Officer on the Night of 26 July 52." From:Base Housing Office, Andrews AFB, Washington 25 D.C. To:Operations Officer. 28 July 52. Air Force BLUE BOOK Files.
103. White, Col. Donald. Spot Intelligence Report. DO#4, Bolling AFB, Washington 25 D.C. OSI Records. Air Force BLUE BOOK Files.
104. Palmer, 1st Lt. Samuel. Letter:Subject:"Report of Incident During Tour of Duty as Airdrome Officer on the Night of 26 July 52." From:Base Housing Office, Andrews AFB, Washington 25 D.C. To:Operations Officer. 28 July 52. Air Force BLUE BOOK Files.
105. (New York, New York) Herald-Tribune. 30 July 52.
106. The UFO Evidence. Ed. Richard Hall. (Washington D.C.:National Investigations Committee on Aerial Phenomena, 1964), p.45.
107. Harrison, M/Sgt. Statement:"Happenings of Saturday 26 July 52." Andrews AFB, Washington 25 D.C. 28 July 52. Air Force BLUE BOOK Files.
108. (Washington D.C.) Washington Post. 28 July 52.
109. Palmer, 1st Lt. Samuel. Letter:Subject:"Report of Incident During Tour of Duty as Airdrome Officer on the Night of 26 July 52." From:Base Housing Office, Andrews AFB, Washington 25 D.C. To:Operations Officer. 28 July 52. Air Force BLUE BOOK Files.
110. Log of events:"Washington D.C. Night of 26/27 July 52(Partially witnessed by Major Fournet and Lt. Holcomb, AFOIN-2C5, remainder as reported to them.)." The time given in this document is 10:30 p.m. instead of 9:20 p.m. The latter time is assumed to be the correct one. Air Force BLUE BOOK Files.
111. Ibid.
112. Memorandum for the Record. Subject:"Report of Unidentified Aerial Objects." 28 July 52. No other source data. May be located by date in Major Fournet's "Washington file." Air Force BLUE BOOK Files.
113. Ruppelt, Edward J. The Report on Unidentified Flying Objects. p.218.

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Air Force Lays Saucer Blips Here to Heat



MAJ. GEN. JOHN A. SAMFORD.
Finds "saucers" no menace.

Air Force officials and "flying saucer" experts spoke at a long press conference yesterday. They are (from left) seated: Maj. Gen. Roger Ramey, operations chief; Maj. Gen. John A. Samford, director of USAF

Intelligence; (standing, from left) Capt. R. L. Jones, Capt. Ed J. Ruppelt, Col. Donald Bower and B. L. Griffing. The investigation "was brought about by recent radar sightings of "saucers" here.

Nature Upsetting Radar, AF Thinks, But Drastic Change In Study Is Ordered

By John G. Norris

July 30 Post Reporter 1952

Air Forces investigators disclosed yesterday they are satisfied the recent radar sightings of "saucers" over Washington stem from natural causes—probably the long hot spell.

Furthermore, said Maj. Gen. John A. Samford, director of USAF Intelligence, a thorough analysis of all "flying saucer" reports over the last six years shows "no pattern of anything remotely consistent with any menace to the United States."

Samford and other Air Force experts spoke at a long press conference in the wake of a new nationwide flurry of "saucer" sightings.

Appearance of well-formed "blips" on radar scopes indicating "unidentified targets" is by no means rare, Samford said. The Air Force has made "hundreds of fruitless interceptions" in the past, he revealed.

One theory, said Samford, is that these sightings are temperature "inversions" or reflections from the ground in hot and humid weather. Ionized clouds, ice formations and birds likewise have shown as moving targets on radar, he said.

"I'm satisfied in my own mind," Samford added, "that the recent sightings here result from heat inversion."

The Air Force intelligence chief also disclosed that the Government is changing its approach to its "saucer" investigation. Heretofore, efforts have been directed largely on finding some well-defined pattern among the great volume of reports that would give some clue to what is happening.

Among Moving Targets

But almost every report suffers from the lack of any measuring device to give scientists anything "to sink their teeth into," Samford said.

To help remedy this situation, the Air Force is:

Ordering some 200 special cameras, with a defraction grid in front, which it will distribute around the country to photograph the mysterious lights that produce many of the saucer reports. These cameras can determine the chemical composition of the light source.

Planning to order, new-type Schmidt telescopes with a very wide aperture and accompanying cameras capable of taking continuous photographs of the sky. Costing from \$3000 to \$5000, these, too, would be strategically distributed to take pictures of "saucers."

Equipping pilots and observers with simple and cheap measuring devices to provide more exact information for scientific appraisal.

Back on Radar Scopes

The "unidentified targets" which appear on the National Airport Route Traffic Control radar scope the last two Saturday nights reappeared early yesterday.

Ray Nalhan, CAA information officer, said from one to 12 of the "blips" appeared, traveling at speeds of from 90 to 120 mph, in a northwest to southeast direction—from about Herndon to Andrews Air Base. They were not traveling downwind, indicating they were not balloons or "window" (tinfoil released from bombers to confuse radar observers).

There were no visual sightings and the radar spots were not observed on the Andrews scopes. No Air Force interceptors were sent aloft, but an Eastern Airlines plane in the air at the same place and time found nothing when asked to investigate.

Still another possible cause of the sightings under investigation by the Air Force was the discovery of large numbers of little strips of tinfoil at the Upper Marlboro Race Track and in the streets of Marlboro. They were first seen by F. J. Wilson, Jr., 18, a worker at the track.

Samples of the tinfoil were turned over to the Air Force by The Washington Post, and tentatively identified by Maj. Gen. Roger Ramey, USAF operations chief, as "window" or "chaff." A check is being made to determine if the foil was dropped by Air Force bombers in current Air Defense maneuvers. Normally, however, such radar counter-measures clutter up the scope instead of creating well-formed "blips."

Meanwhile, two scientists agreed with General Samford that the recent Washington saucer sightings were the result of the extremely hot weather. Dr. I. M. Levitt, director of the Fels Planetarium in Philadelphia, and Dr. D. H. Menzel of Harvard, predicted the sightings would disappear when the present hot spell is over.

General Samford said the Air Force has received from 1000 to 2000 reports on "flying saucers" since 1947.

Obviously trying to dampen any wild speculation about "men from Mars" or impending attacks on the United States from overseas, he said the Air Force is giving all reports "adequate but not frantic" checks.

"We have received many reports of incredible things from credible sources," Samford said. "But there is nothing to indicate that the things seen or reported to have been seen in the skies are vehicles, material things, missiles or anything else that might comprise a threat to this country."

And he flatly denied that the unexplained sightings could have resulted from any experiments or tests conducted by the United States.

Lovett Sees Saucer, But Explains It as Searchlight Beam

July 30 By the Associated Press 1952

Even Secretary of Defense Lovett has seen a "flying saucer"—but he had an explanation for it.

Pentagon sources said Mr. Lovett was returning to Washington from New York Sunday on an airliner with persons who insisted they had seen a white disc whirling along beside the plane. Mr. Lovett, however, reportedly said he had been watching a searchlight playing into the clear, moonlit sky and at one point its cone of light caught a tuft of cumulus cloud, creating the impression of a circular body keeping pace with the plane.

Disc Jockeys Report Finding 'Saucer Pilot'

RACINE (UP)—Disc jockeys Ed Ruetz and Rick Edwards decided Wednesday that plat- ters and flying saucers don't mix.

Ruetz and Edwards, prop-rietor of an early morning radio show called "Melodie Nuthouse," decided Tuesday to kid the reports about flying saucers.

They gave an account of finding one at the Washington park golf course. They said it was controlled by a man two feet tall, who could say only "hiyah, hiyah, hiyah," when they tried to interview him.

PEOPLE BELIEVED THEM.

Minutes after the show went of the air, switchboards at the radio station and at police and sheriff's headquarters were jammed with calls from wor-ried citizens. Many wanted to know if the man from outer space had been caught yet.

Authorities assured them that no space ships had landed. The radio station devoted part of each news broadcast during the day to an announcement that it was just a gag.

The incident recalled the Orson Welles fiasco of several years ago involving a story about men from Mars.

30 July 52

Two Scientists Link 'Saucers' to Weather

By the Associated Press 1952

PHILADELPHIA, July 30.—Two Philadelphia scientists agree that the warm weather may be respon- sible for the latest list of flying saucer rumors.

Dr. I. M. Levitt, director of Fels Planetarium, and Dr. Roy K. Mar- shall, director of education of the Philadelphia Inquirer's radio and television station, find no evidence that the saucers have ushered in a "Buck Rogers" age.

Dr. Levitt pointed out yester- day that, in warm weather, mir-ror-like atmospheric conditions might reflect street lights from miles away, causing the illusion of flying discs.

The "blips" reported on Civil Aeronautics Administration radar screens could be produced, Dr. Levitt said, by ionized clouds, or other natural phenomena.

Meteors, according to Dr. Mar- shall, as they build up a mass of ionized air, glowing at a tempera- ture of 3,500 degrees or more, would register on radar screens.

Dr. Marshall also pointed out that professional and amateur astronomers, although they spot dozens of meteors nightly, have never reported seeing a flying saucer.

Fighter Pilots at New Castle Stay Alert for More Saucer Reports

By Harry-Lever 1952
Star Staff Correspondent

NEW CASTLE AIR FORCE

BASE, Del., July 30.—The Air Force may now consider those unidentified objects in the sky as natural phenomena, but if the Capital's favorite family of "fly- ing saucers" return, Washington fighter pilots at this base are all set to ferret them out.

They are members of the 121st Fighter-Interceptor Squadron, us- ing F-94 all-weather night fighters equipped with radar. This group, made up mostly of men from the District area, is on temporary duty at New Castle, from its home at Andrews Air Force Base, Md.

The flyers are acting with the 142d Fighter-Interceptor Squa- dron in maintaining a 24-hour alert, lately especially concerned with keeping strange things out of the sky over the Washington area.

Strange Things Always.

And regardless of the dictum of the Air Force, presumably strange things always will be seen in the local sky by respectable seg- ments of the population. Any newspaper switchboard operator will attest to that.

The Air Force says that what- ever has been seen probably can be traced to the trick reflection of light. But nobody has called off the 121st, and it stands ready to investigate when the alarm buz- zers ring in the readyroom at New Castle.

Last Sunday morning, after two pilots of the 142d went aloft on orders to find out what those now- famous things were over Andrews, two men of the 121st took over the early dawn patrol. They were Capt. John C. Lang, of 7812 Dis- trict Heights Parkway, District Heights, Md., and Capt. Francis T. Evans, of 1101 Barnaby street S.E.

Not Easily Deluded.

They cruised at 1,500 feet in their F-94's over Mount Vernon, where the alleged sky phantoms were supposed to be operating. Ex- perience combat pilots, they were not easily deluded by the flying ectoplasm. Here is Capt. Lang's report:

"I saw two little patches of clouds. And also a lot of shoot- ing stars. I even quipped to Na- tional Airport's Control Center about all those 'Stars Over Ala- bama.' I thought 'Meteors Over Maryland' was better. And mass hallucination even better than that."

Capt. Lang suggested, as the Air Force in essence did later, that the visions might have been a matter of light reflection, especially if the little clouds were ionized. This means the clouds were in con- dition especially conducive to elec- tric lights or discharges.

Lights On Horizon.

He even mentioned the possibi- lity that the illusion of a stationary sky saucer could be created by lights on the horizon, or by the upturned headlamps of an auto- mobile.

Meanwhile, the men of the 121st kill time by playing cards or chess, looking at television and sleeping. Some of them actually live in an "alert van," a mobile housing unit replete with beds, cooling system and heater. The van stands near the F-94's to save precious seconds if the alert comes. The men are in sympathy with firemen.

Ponder Their Reactions.

Most of them wonder how they'd react if they actually encountered an unidentified object while on a mission. Here a couple of opinions:

First Lt. Mickey Jones, 3313 Terrace Drive S.E.: "I'd try to get a picture, if possible, with my gun cameras. I'd use extreme caution. I'd report it all to Ground Control. From then on it would depend on circumstances."

Capt. Wayne Owens, of 5408 Fifty-sixth place, East Riverdale, Md.: "First it would arouse my curiosity. I would prepare for combat. I'd notify the authorities by radio. Then I'd proceed to in- vestigate."

"I'd sure as hell not want to be caught flat-footed."

Science May Get 'Saucers' Clue From Shower of Perseids

By Thomas R. Henry 1952
Science Editor of The Star

The "flying saucer" season prob- ably will reach a climax around midnight Tuesday, August 12, give or take a few days.

Then the earth in its orbit around the sun will pass through the wreckage of a disrupted comet. There may be thousands of shoot- ing stars filling the sky—each one a tiny fragment of rock or iron, plunging through the earth's up- per atmosphere at enormous ve- locities and burning rapidly to gas from the friction of the ex- tremely thin air.

This will be the annual Perseid shower. Some years it is very bril- liant. During recent years, how- ever, it has been quite disappoint- ing to astronomers, according to the Rev. Francis Hayden, director of the Georgetown University ob- servatory.

Some Meteor "Saucers"

Beyond question some of the "flying saucer" reports have been based on meteors, probably moving in "line of sight" with respect to the observer. In such cases such a shooting star may take on curi- ous appearances, sometimes ap- pearing like a large double star and sometimes, quite probably, as a flat disk.

This, of course, is quite inci- dental to the present flurry of flying saucer reports. Some of them do not fit into this hypothe-

sis, or any other. Just now they are puzzling some of the foremost scientists engaged in upper air research, such as those at the Carnegie Institution of Washing- ton's high atmosphere observatory at Derwood, Md.

Constantly probing the upper atmosphere as a matter of routine, they have as yet observed nothing unusual but their radar apparatus is not adapted to detecting such objects. There are many things, in the high atmosphere which will give radar echoes, it was explained by one of the Carnegie scientists. They come from rapidly moving clouds, from the trails of ionized gases which form the "tails" of shooting stars, or even from a sharp, abrupt change in tempera- ture.

Key Is "Navigation."

The crucial point, the Carnegie scientist explained, is to have reliable evidence as to whether the objects which have reported actually are being "navigated" in any way. This would be indi- cated, for example, by any abrupt change of direction. Meteor trails and the like move generally in a straight line. So do wind-driven clouds. They don't bob up and down or turn corners as some of the "flying saucers" are reported to have done.

Certainly a "flying saucer" would be a metallic object. It would return echoes in about the same radar spectrum as clouds or meteor trails but any image in the radar screen would be much sharper. The echo from a cloud, for example, would be quite diffuse. The difference would be apparent to any radar expert.

A few years ago, for example, a strange phenomenon was re- ported from a Canadian air sta- tion.

On the screen appeared clear, sharp echoes from airplanes. They were almost drowned, how- ever, in a great diffuse echo. It turned out that the planes were flying in a thin, ionized cloud which happened to be over the area at the time.

The Carnegie scientists, how- ever, are quick to admit they don't know and have no acceptable theory about "saucers." This, after all, is the stangest part of the whole phenomenon—the country's foremost experts can't explain what is reported by sup- posedly reliable observers. And they never see "flying saucers" themselves, or get any radar in- dications of metallic objects in the sky.

