

THE FIFTH HORSEMAN OF THE APOCALYPSE

UFOS: A HISTORY

1953 March-July

SUPPLEMENTAL NOTES

By

Loren E. Gross

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Fremont CA

"UFOs are the Fifth Horseman of the Apocalypse."

--- Dr. Lincoln La Paz

"Supplemental Notes" consist of material under consideration for any revision of the original UFO history volume covering this time period.

The fate of the "origin and nature" and "national security" questions.

After the notorious Condon-led University of Colorado UFO project (which turned out to be a rerun of the Robertson panel on a bigger scale), the "national security" question was quietly folded into normal military operations. The "origin and nature" issue was dropped completely from consideration. Project BLUE BOOK was terminated.

The "Bolender memo" issued on 20 October 69 officially informed the various military departments that the Condon investigation had addressed both objectives. One was, "... to determine whether UFOs pose a threat to the security of the United States" and the other was, "...to determine whether UFOs exhibit any unique scientific information or advanced technology which could contribute to scientific or technical research." (xx.)

(xx.) Memo. Subject: Unidentified Flying Objects (UFO). C.H. Bolender, Brig. Gen., USAF Deputy Director of Development DCS/Research & Development. Date: 20 October 69. Photocopy in author's files.

The Bolender memo states:, "...reports of UFOs which could effect national security would continue to be handled through the standard Air Force procedures designed for this purpose." (xx.)

(xx.) Ibid.

As for the "nature and origin" question, the Bolender memo noted that the Colorado team had concluded UFO reports did not offer "anything of scientific interest," therefore: "We see no reason why the normal channels and criteria for the funding of scientific research should not be adequate for UFO-related research." (xx.)

(xx.) Ibid.

Efforts to "educate" the public, as suggested by the Robertson panel, may have been quite complex. Some observers suggest that the CIA may have a role in the decline of NICAP, the most influential of all the civilian UFO organizations.

The Air Force's highly criticized UFO investigation probably had its worst moment in 1966 when a Major Quintanilla was at the helm of BLUE BOOK. It happened during an inquiry into the Portage County, Ohio, case of April 17th.

It seems a number of police officers chased a UFO "as big as a house" for half an hour. The object was moving slowly along only 50-100 feet in the air. The Air Force investigated by phone, if you can believe that, and BLUE BOOK chief Quintanilla got off to a very bad start when he got deputy Dale Spau on the line and started the conversation with, "Tell me about this mirage you saw." Major Quintanilla "solved" the case by blaming the planet Venus. The cops laughed when they heard the "solution" but it wasn't really that funny since the Venus answer made the cops look like idiots. The local newspaper backed the lawmen. The uproar prompted a Portage County judge to write a letter to U.S Congressman William Stanton, who in turn complained to the Air Force Commanding General. The Congressman was ignored. Rep. Stanton eventually got through to a mere Lt. Colonel in the Pentagon who agreed the police at least deserved an on-site investigation. Major Quintanilla traveled to Portage County to meet with the witnesses and it did not go well. The BLUE BOOK chief insisted the lawmen accept the Venus answer. The interview started to get heated with Quintanilla snapping, "I'm an officer in the

United States Air Force—treat me with the same respect I treat you.” The Venus answer remained the official “solution.” (xx.)

(xx.) Randle, Kevin. *Project Blue Book Exposed*. Marlowe and Company: New York, N.Y., 1997. pp.133-150.

More doubts about BLUE BOOK.

Air Force scientific advisor J. Allen Hynek must have had doubts about the military after the painful experience with the Robertson panel. His assistant, Jennie Zeidman, certainly did. She watched as a weekly courier delivered packets of UFO reports to Dr. Hynek at Ohio State. Her boss, apparently, never had direct access to information as it arrived at ATIC. She looked over the data and came to the conclusion it was pre-sorted. There was very few cases classified above “Restricted” and there were many reports in the press that were not among those collected by the Air Force. When a “good” UFO report did across Hynek’s desk from official channels, this is what took place, according to Miss Zeidman: “We would outline the information we would like to have, and we would pass this on to Blue Book. But they hardly ever followed up for us. If we really wanted some information, we had to go out and get it for ourselves.” (xx.)

(xx.) Zeidman, Jennie. “Lessons From a Teacher and Mentor.” *Ohio UFO Notebook*. Number 21. Year 2000 Membership Issue. p.4.

“Big brother?”

General Samford, chief of Air Force Intelligence, had no problem with the Robertson panel results and he was particularly intrigued with the suggested “Educational Program.” (See pages 30-31 of my monograph *UFOs: A History 1953 January-February* where it details the Program”). If the UFO mystery was not about ETH, then the suggested public “Education Program” was innocent enough, however if that was not the situation, then it smells of “Big Brother.” (See letter from General Samford to General Garland on page 3 of this supplement.)

The Russians have a similar difficulty.

The U.S. High Command may have had a “Roswell reason” to practice an “Educational Program” but there seem to be many officers obviously without the “need-to-know” who calmly indorsed the actions of their superiors because UFO reports were very hard to accept at face value. As for the Russians, they felt the same as their American counterparts. The UFO mystery in the Communist Block developed along lines similar to the Western experience.

Major General Vasily Alexeyev, of the Russian Air Force Space Communications Center at Moscow, said:

“You should bear in mind that at that time much was simply denied. The subject was to a large extent a closed one....however, people wanted too find out what was what, to separate truth from fiction. In that period a lot of things were presented in such a way that you lost the desire to believe. Accordingly an attitude to the subject became established, where not only was there no desire to believe, it was even undesirable to believe.

“Nevertheless the information coming in from the bases was of interest, if

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 841508
 By WIG Lewis NARS, Date Jan 29, 1985

AFOIN/X- Lt Col Smith/km/71092/20 Mar 53

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 Auth CS, USAF
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20 March 1953

Brig. General W. M. Garland
 Chief, ATIC
 Wright-Patterson Air Force Base
 Dayton, Ohio

Dear Maddy:

I have reviewed the "Report of Meetings of Scientific Advisory Panel on Unidentified Flying Objects," dated 14-18 January 1953, and found it stimulating and quite comprehensive. The section entitled "Educational Program" (Page 19) was particularly interesting.

I would appreciate your views on the report, and also on how the recommendations contained throughout the report could be implemented.

Sincerely yours,

S/ JOHN A. SAMFORD
 Major General, USAF
 Director of Intelligence

X B10.31 Garland, Brig General W. M.
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only because it was not merely talk and rumors; there were eyewitnesses to phenomena, and that was reflected in specific documents and the reports of officials. At times this information was of such a fascinating nature it was impossible not believe it. Later the question no longer seemed so fantastic and began to be examined at the level not only of the Defense Ministry, but of other government departments as well. (xx.)

(xx.) "Soviet Cosmonauts acknowledge UFOs." *MUFON UFO Journal*. June 2002. Number 410. p.10.

? March. Joliet Arsenal (Lockport), Illinois. (about 10:00 p.m.)

Arsenal employees become alarmed.

A letter to CSI Los Angeles from a member of the Army's military police that supervised a group of arsenal employees states:

"About 10:00 p.m. one night in March of this year [1953] there was an object moving in the sky above the arsenal which seemed to be a large aluminum disc. It hovered there for at least one hour.

"The group of employees that I oversee were very nervous and some became panic stricken.

"I called headquarters and asked them if they knew what it was and they told me to tell the employees it was just a weather vane (?) [The question mark is the letter writer's and I am assuming that whoever it was offering the explanation really meant to say 'balloon']. That seemed to satisfy some of them but the majority insisted it was a flying saucer.

"I think it was too, for when I arrived home at 1:00 a.m. it was in the sky over Lockport and I watched it until 2:00 a.m. It disappeared in the east over Chicago (My home is just 30 miles southwest of Chicago)." (xx.)

(xx.) Letter: To: Civilian Saucer Investigation, Box 1971, Main Post Office, Los Angeles, California. From: (Name on file. Witness warned never to relate events that occurred at the arsenal). Date: 4 July 53. Photocopy of letter in author's files.

2 March. Troy, North Carolina? (There is no Troy, Virginia, but Danville, Virginia, where the newspaper carrying the story was published, is on the Virginia/North Carolina State Line. To the south of Danville, although of some distance, there is a Troy, North Carolina) (about 8:15 p.m.)

"On my dying bed I will say the same thing." (See clipping on page 5)

4 March. Orangeburg, South Carolina. (about 9:00 p.m.)

"Almost caught one?"

'I SAW SOMETHING'

Object Upon Bridge Terrifies Boy, Girl

BY CHARLES MANNING

TROY, March 2.—"I tell you I saw something," sobbed 19-year-old Bessie Lemons to Police Officer Mont Green of Troy.

"On my dying bed I will say the same thing. That newspaperman acts like he doesn't believe me. I never want to see Sut Bridge again."

A reporter interviewed the

father, D. D. Lemons, textile worker, on the porch. Lemons solemnly stated that his two children, Bessie with her 14-year-old brother, Fred, drove to the grocery store near Troy's northern city limits Saturday night and returned home at 8:15 terrified.

Bodies Shook

He stated that the girl and boy were so terrified that their bodies shook as they tremblingly told of having seen something black, the size and shape of a wash pot, slowly rise from the center of the bridge, drift even more slowly over the abutments and out of sight behind the bushes and trees that line the banks of the branch.

Both the girl and her brother said that there was no sound, nor was there any visible motion of any kind. The mother stated that she had never seen either of the children so frightened as when they dashed into the house Saturday night.

"They saw something but what it was I do not know," she said.

Danville, Virginia.

The Bee.

3 March 53.

Orangeburg is about 50 miles due east of the city of Akien where the H-bomb factory was located. A press report states:

"Stalin's illness and death halted a lot of things—but not the flying saucers. Two reports have come into the *Orangeburg Times and Democrat* office this week concerning the mysterious objects. One woman reported that she and her husband almost caught one.

"Wednesday night at approximately 9 p.m. according to Mrs. Harry Rast of Jamison, a mysterious object, shaped like a half moon and sporting a long tail at times, was hovering just above the tree tops nine miles north of Orangeburg. Mrs. Rast, her husband, and granddaughter jumped into the family auto and chased the 'thing' when it started moving off slowly.

"Mrs. Rast reported that the rough roads kept the auto from overtaking the object. 'We chased it for 20 minutes before it disappeared,' she said.

"She said that Kyle Bell and Weldon Boyd, both of Jamison, also saw the object." (xx.)

(xx.) Columbus, South Carolina. *The State*. 7 March 53.

5 March. Yuma, Arizona. (daytime?)

"It looks like someone from another planet is spying on our gunnery meet."

A press report states:

"Air Defense Command officers today kept a sharp watch for possible 'flying saucer spies' at their gunnery meet here.

"Almost everyone at the Yuma County Airport had his eyes on the skies after a number [20] of officers and civilians said they had seen 'what looked like flying saucers.'

"The observers' reports were disclosed by Capt. Phillip Hiaring, public information officer from Hamilton Air Force Base. A dozen or so disc-shaped objects were sighted at a high altitude over the site of the gunnery meet last Thursday, he said.

" 'It looks like someone from another planet is spying on our gunnery meet,' Capt. Hiaring remarked, 'We're trying to pin this down.'

"G. W. Simpkins, technical representative of General Electric Corp., was among those reporting sighting the strange objects.

" 'There must have been at least a dozen or so,' he said. 'I saw them very high to the northeast of the air field. They broke toward the base at terrific speed. Then they hovered over the field and disappeared.'

"There were no jet formations in that area at that time, Capt. Hiaring said.

"While interest was at a peak in the flying saucer situation today, competition continued in the gunnery meet with pilots of jet interceptors using radar sights which enable them to hit targets without ever seeing them." (xx.)

(xx.) Yuma, Ariz. March 9 (AP).

6 March. Near Orangeburg, South Carolina. (9:20-9:30 p.m.)

"Low-flying something."

* According to the same press report that told its readers about the Mrs. Rast sighting, another encounter with "something" took place on the 6th:

"This afternoon, Mrs. D.C. Murph and Mrs. Mammie Hartzog, who live about 12 miles north of Orangeburg on Highway 21, reported that they saw the object, describing it as a low-flying 'something' with a triangle of lights, one green and two orange, on its front.

"The two women said the flying saucer was flying very low and had no sound. 'It came in very fast and hovered over a field near their home and was visible from

9:20 until 9:30 p.m., they said, reporting that it finally flew off in a northwest direction, leaving a burnt odor." (xx.)

(xx.) Columbus, South Carolina. *The State*. 7 March 53.

8 March. Ashiya Air Base, Kyushu, Japan. (9:37 – 10:12 p.m.)

More "sky ghosts" in the Far East. Radar/visual?

If there was something out there in the darkness, it must have been interested in the air base since it spent a lot of time off the end of Runway 12. Here are statements from 8 airmen:

A/3C Joseph Seymore, AACS Detachment 1955-1 (Control Tower):

"At approximately 2137 I, 8 March 1953, GCA called the tower and asked if we had any aircraft in the vicinity. Tower saw a light off the end of Runway 12 at approximately 1,000 feet.

"The light stayed in the vicinity for approximately 10 minutes. The light seemed to change color; descend; rise rapidly and then disappear. Base Operations advised no aircraft in the vicinity. Base weather advised no balloons were loose in the area."

(xx.) Air Intelligence Information Report, by Lt. "Edward Moore?" (Photocopy not clear) 1955-1 AACS Detachment. Ashiya Air Base, Kyushu, Japan. 14 March 53. Photocopy in author's files.

A/3C William R. Caruso, AACS Detachment 1955-1 (Control Tower):

"First object observed from control tower at Ashiya Air Base, APO 75 at 2137 I, 8 March 1953.

"Object first appeared as slightly yellowish and changing colors from red, green and back to yellow. Disappeared after observation of about 10 minutes." (xx.)

(xx.) Ibid.

A/3C William J. Craft, AACS Detachment 1955-1 (Control Tower):

"At approximately 2137 I, 8 March 1953, Ashiya Air Base, APO 75, GCA unit called tower and asked if we could see an object off the end of Runway 12 at approximately 6 miles; 1,000 feet. Five persons in tower at the time observed a light at approximately the reported position. It's first color was white, it then changed to yellow. It remained on for approximately 10 minutes. Negative sound.

"At 2150 I, GCA again called and reported other objects on their scopes at the same approximate position. Tower unable to observe such objects." (xx.)

(xx.) Ibid.

A/1C James L. Frank, AACS Detachment 1955-1 (Radar operator, GCA Unit):

"At 2150 I, 8 March 1953, I observed targets on the precision scopes similar to plane targets. Northwest of Ashiya at a speed estimated from 240 mph to 360 mph off the approach end of Runway 12. Altitude ranging from 200 to 1,000 feet. Predominately from one-quarter to three-quarters of a mile out and 200 feet altitude.

"Targets were observed on AN/MPN-1 GCA Unit #20 on azimuth, elevation indicators. GCA site located at Ashiya Air Base, APO 75.

"I had no visual contact (I did not enter the unit until 2150 after visual contacts had been made). (xx.)

(xx.) Ibid.

S/Sgt. Delbert West, AACS Detachment 1955-1(Radar operator, GCA Unit):

"Objects presented target that appeared to be aircraft on radar scopes. There was no formation and as many as two objects appeared at the same time. One definite target appeared at 6 miles from the station at about 1,000 feet stationary. Dropped to about 500 feet, climbed again to about 800 feet before disappearing.

"Objects were observed on AN/MPN-1 Ground Control Approach (GCA) Unit #20 on search, azimuth and elevation indicators. Times of sightings were from 2137 to 2212 March 8, 1953.

"Objects were observed from GCA site, Ashiya Air Base, APO 75.

"First object sighted appeared as a yellowish light, disappearing after about 8 minutes. Other objects not sighted visually." (xx.)

(xx.) Ibid.

M/Sgt. Martin Walsh, AACS Detachment 1955-1(Radar operator, GCA Unit):

"Objects presented target similar to aircraft on radar scope. No definite formation and as many as two objects were seen at the same time. Speed of objects estimated at speeds of 240 mph and 300 mph. Movement from Northwest to Southeast and from East to Northwest at altitudes ranging from 200 feet to 1,000 feet.

"Objects were observed on AN/MPN-1 Ground Approach Unit (GCA) #20 on search, azimuth and elevation indicators. Times of sightings were from 2137 to 2212 8 March 1953.

"Objects were observed from the GCA site, Ashiya Air Base, APO 75.

"First object sighted appeared as a yellowish light, disappearing after about 8 minutes. Other objects not sighted visually." (xx.)

(xx.) Ibid.

A/3C Arnold Blair, AACS Detachment 1955-1(Radar operator, GCA Unit):

"At about 2137, 8 March 1953, three men and myself observed a light off the end of the runway. Light appeared too low to be a star. We checked out scopes and had a stationary target at 6 miles on all indicators. Target was at an altitude of 1,000 feet. Target descended to an altitude of 500 feet and came back to 1,000 feet and disappeared at

about 2145. Other targets were tracked but I did not observe those." (xx.)

(xx.) Ibid.

A/IC James Kuebelbeck, AACS Detachment 1955-1 (Radar operator, GCA Unit):

"At approximately 1237, 8 March 1953, GCA called tower and asked if any aircraft were in the vicinity. Tower saw a light off the end of Runway 12 at approximately 1,000 feet. The light stayed in the vicinity for approximately 10 minutes. The light seemed to change color, descend, rise rapidly and then disappear. Base operations advised no aircraft in the vicinity. Base weather advised no balloons were loose." (xx.)

(xx.) Ibid.

Weather conditions at the time are a matter of record: Dry, Clear, visibility 10 miles, winds west at 10 knots, altimeter was 30.17." (xx.)

(xx.) Ibid.

An F-94 fighter and a crash boat were dispatched to the area. Search results were negative. (xx.)

(xx.) Ibid, p.1.

Ashiya case file card. (See below)

1. DATE - TIME GROUP 8 Mar 53 8/2130Z	2. LOCATION Ashiya AB, Kyushu, Japan
3. SOURCE Military	10. CONCLUSION VISUAL: <u>Venus</u> RADAR: <u>Anomalous Prop</u> (Not submitted to Radar for analysis in 1953)
4. NUMBER OF OBJECTS several	
5. LENGTH OF OBSERVATION 35 min	11. BRIEF SUMMARY AND ANALYSIS First obj was observed visually and by radar appearing as a definite blip on radar scope at alt of 1,000 ft. For quite sometime obj appeared motionless then descended to alt of 500 ft. changing to yellow color. A/C scrambled to air for 20 mins with neg results. There were several other lights observed in vicinity. Obj at 300° az. Descended from 2,000 ft to 200 ft and disappeared on same heading 8 mins later. Radar returns at 2137Z to 2212Z (35 min). GCA Radar. Visual by GCA personnel and tower personnel who contacted them. Disappeared at 2145Z first time. Radar returns not consistent with visual targets. The visibility was excellent and there were no clouds in sky. Radar returns were from 2205 - 2212 (7 mins) and the blips moved across the scope from NW to SW and from East to NW. Radar targets were similar to a/c. Speeds were 240-360 mph. No formation of targets. As many as TWO appeared at once. (OVER)
6. TYPE OF OBSERVATION gd visual/gd radar	
7. COURSE --	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

Dr. James McDonald comments on the Ashiya case.

After checking the BLUE BOOK summary file card on the Ashiya case, Dr. McDonald wrote:

"Note that the Summary file card above mentions the descent of the initial light, but omits any mention of its subsequent rapid ascent—despite the fact that this very important feature is referred to by four separate observers in their signed statements herein. By omitting this ascent, Blue Book's 'Venus' explanation is made to look better." (xx.)

(xx.) Scribbled note on a photocopy of a BLUE BOOK file card. Dr. James McDonald's private papers. University of Arizona Library, University of Arizona, Tucson, Arizona. Special Collection Division.

8 March. Near Adelaide, Australia. (10:00 a.m.)

Mystery "balloons."

One's first reaction when beginning to read this report is to blame this sighting on a balloon, but as the story progresses that explanation seems less and less likely.

The witness was (name withheld) who was the engineer-in charge of Broadcasting Station 5KA, Adelaide. This man spent five years in the R.A.A.F., was trained in aircraft recognition, and served as a aircraft W/T Operator. At the time of the sighting he was a Reserve Officer in the Technical (Signals) Branch of the R.A.A.F. He wrote:

"At 10 a.m. [march 8th] S.A. time I was in my radio workshop at the above address [South Road Park, S.A.], which is approximately 6 1/2 miles SSW of Adelaide, when a flight of aircraft of the 'City of Adelaide' squadron passed by.

"I casually looked up at them and sighted beyond them on the same vector a white circular object.

"Having a pair of cheap field glasses handy (3/30) I followed the course of this object which was traveling in a wide clockwise circle until 10:07 when it faded into a smoke haze in a South-East direction near the Adelaide hills. In the meantime I called my wife who also saw the object clearly with the unaided eye.

"An estimation of the size of the object is that it would be approximately the same as a normal aircraft of the B-25 class at an altitude of 20 to 25 thousand feet. It was traveling either at a varying speed or else its path was not horizontal. An estimation of its maximum velocity, insofar as I could keep the glasses steady, was from 60 to 80 diameters per second, which if it were of the same size as a normal aircraft would place it in the 3,000 m.p.h. class.

"There was no vapor trail or coloured tail evident, and the object itself was matt white, exactly the same as the moon which was then visible. No shininess was evident.

"The object proceeded North for about 30 seconds, then slowed until it appeared stationary. Then two smaller objects of the same color appeared to fall away from the larger object, both describing smooth diverging arcs. I lost sight of these as they went beyond the angle of my glasses. Of course these may have been of the same size as the first object but higher up.

"The larger object then moved off South-Easterly and was lost in the haze over the Adelaide hills at 10:07.

"At 10:12 I again picked up an object with the naked eye, making a wide anti-clockwise circle over the city.

“On the Southernmost sweep this object was joined by another identical in size and shape, colour, which was moving in the opposite direction. They swept together in two smooth converging arcs and appeared to become stationary at a distance of about 10 diameters. This was also seen by my wife, with the naked eye.

“Then suddenly both parted in diametrically opposite directions, one making due South and the other due North.

"I followed the Northerly one, and after about one minute of forward travel it appeared to slow and gradually shrink in size until it disappeared at 10:20 directly overhead.

"I conclude that the object was in a vertical climb at this time.

"I would say the objects were spherical as in spite of the curves negotiated at an apparently high velocity, there appeared no evidence of banking, as would be the case with a flat object." (xx.)

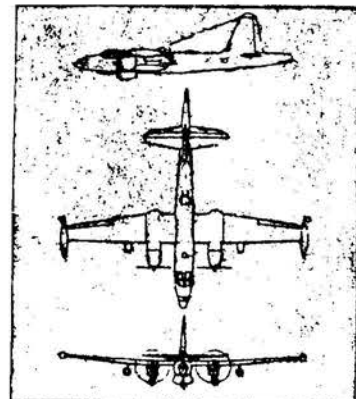
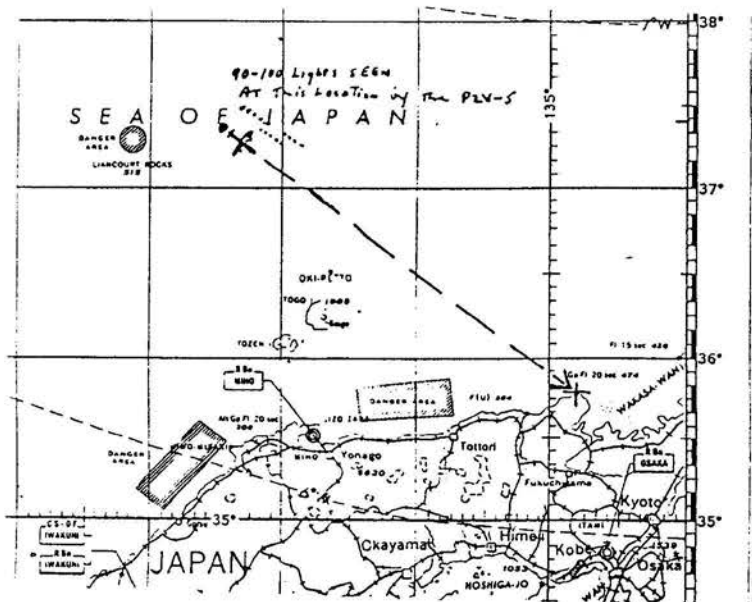
(xx.) *Quarterly Review of Civilian Saucer Investigations* (New Zealand) Vol. I, No. 2.
August 1953. pp.8-10.

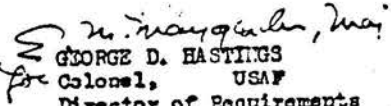
14 March. Sea of Japan. (11:45 p.m.)

More weird lights seen.

An unusual display which may have had some connection with UFOs being reported in the Korean warzone was witnessed by the crew of a Navy Patrol bomber. (See pages 11-21)

The plane was a P2V-7 Neptune anti-submarine warfare aircraft equipped with an elongated tail that housed MAD gear (magnetic airborne detector). If true UFOs were involved, they may have been attracted to the MAD equipment (I'm not an expert on this. The MAD equipment may operate in a passive manner and not emit any EM energy—L.E. Gross)



FORM 112-PART I APPROVED 1 JUNE 1953		UNCLASSIFIED		Per A1 Commanding General Date 10-1-53
COUNTRY Japan	REPORT NO. 52-55	(LEAVE BLANK)		
AIR INTELLIGENCE INFORMATION REPORT				
SUBJECT FLYOBREP	FROM (Agency) ATIL Office, FEAF			
AREA REPORTED ON Sea of Japan	DATE OF INFORMATION 14 March 1953	EVALUATION F-2		
DATE OF REPORT 29 April 1953	SOURCE ComNavFe			
PREPARED BY (Officer) Captain Charles J. Malven, ATIL				
REFERENCES (Cite number, direction, previous report, etc., as applicable) AFI 200-5, 29 Apr 52				
SUMMARY: (Under concise summary of report. Give significance in final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 112-Part II.)				
1. This report concerns the visual and radar sighting of an unidentified, unusual display observed by crew members of a U.S. Navy P2V-5 patrol aircraft from Patrol Squadron Twenty-Nine based at U.S. Naval Air Station, Atsugi, Japan. The observation was in the vicinity of 37° 25' N, 132° 35' E (Japan Sea) at 2345L, 14 March 1953. The object was variously described as an electrifying display of approximately 20 groups totalling 90 to 100 separate lights, as sets of orange objects the size of baseballs traveling in a line, as tracers or the back ends of rockets, and observed on a radar scope as what appeared to be an aircraft target. 2. This report was received at Headquarters FEAF as an enclosure to the 2nd endorsement of a letter from ComNavFe to Chief of Naval Operations (OP-32), Subject: "Extraordinary display while flying in the Sea of Japan; report on", and is being forwarded to insure receipt by Air Technical Intelligence Center, Wright-Patterson AFB, Ohio.				
APPROVED:				
 GEORGE D. HASTINGS Colonel, USAF Director of Requirements Deputy for Intelligence				
DOWNGRADED AT 3 YEAR INTERVAL DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10				
10	1. Statement of Lt. Wooten 2. Statement of LTJG Rose 3. Statement of LTJG Carey 4. Statement of AD3 Truelove 5. Statement of AT2(T) Deimol 6. Statement of ATAN Kelly 7. Statement of AL3(CA) Schaefer 8. Statement of AL3 Chavers 9. Statement of AO3 Brown 10. Statement of AN(CA) Koiseux			

UNCLASSIFIED

Enclosure (1): Descriptive narrative of incident occurring on the night of 14 March 1953, as seen by Lieutenant R. J. Wooten--Pilot of aircraft.

The danger from the aircraft targets previously reported by TF 77 seemingly passed and nearing the 100 mile circle from Honshu, I gave the order to remove the ammo from the feed mechs of the guns and secure the turrets. This was at 2343I. Immediately, the copilot began tapping my leg and pointing aghast at something off the port bow. I looked and saw nothing immediately, but in a matter of about 10 seconds, I too, saw what was causing his amazement. At what appeared to be very close aboard, there was an electrifying display of colored lights. They were in groups of from 4 to 6, lasting only about 3 seconds, and would reappear in about 10 seconds. Sometimes they would be in two groups appearing simultaneously. Each group and the succeeding group had no marked relative motion as if it were flying near the same speed as we were, and maintaining a relative position. They did, however, move aft along the port side and disappear when just off the wing after a period I estimate to be about 5 minutes.

When I first saw the display, I countered my order to secure the turrets, alerted the gun crews, had all personnel not otherwise occupied to man lookout posts, and had radar concentrate in the area.

The radar operator first reported a target about 45 degrees off the port bow at 7 miles. This, he reported had every appearance of an aircraft and had very little relative motion. I had him repeat bearings and they coincided with the appearance of the lights as they slowly moved aft. At one point he reported that they appeared to be two targets which then merged. He was able to track the target(s) along the port side, moving very slowly and opening to 10 miles just aft the wing when it disappeared from his scope. This coincided with the point where the display ceased to be seen visually. It is not considered unusual that radar would lose the target at this position for I had begun to slowly lose altitude and since they had originally been level with my aircraft, they were now slightly higher, causing fuselage blanketing from the belly mounted APS-20.

The first impression from the luminous bulbs were that they were tracers or the back end of rockets as though we were being fired at and missed. This was soon discounted however, due to their extreme precision in separation and lack of motion. The groups varied in hue but not really in color. No sound was audible over engine noises. In vague association, they resembled some type of flare but none I have ever seen would duplicate it in numbers, color, or air motion.

It is estimated that approximately 20 groups appeared making a total of from 90 to 100 separate lights. Without regard to distance, they appeared to be the size of an orange and to be about a foot apart. When two groups appeared, one would be about two feet above the other and the top group slightly aft the bottom.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Page 1 of Enclosure (1)

CC 65759/4 UNCLASSIFIED

753-6530

UNCLASSIFIED

Enclosure (1) (Continued)

I contacted ADCG thru Miho D/F to determine if there were other aircraft known to be operating in my area. They believed they had me in track but said they had no other aircraft in that area. This fact seemed to refute my one theory that an Air Force aircraft may have been in the area conducting some nature of flare evaluation. No NOTAM available at my home base, NAS, Atsugi, listed tests of any nature in the area. Beyond this one theory, no speculation is hazarded, the display not resembling anything I have previously viewed.

 Enclosure (2): Descriptive narrative of incident occurring on the night of 14 March 1953 as seen by Lieutenant (junior grade) J. A. Rose-Co-pilot.

As a member of crew four, I was flying as co-pilot on a regular Anti-Submarine-Patrol on 14 March 1953. We were released by the task force to return to base at approximately 2256I, and immediately climbed to 10,000 density altitude for the return trip. Approximately 15 minutes later, the control ship within the force called and reported that he had two aircraft targets in our area, showing friendly IFF but unidentified. Their reported altitude was 14,000 feet, position as I remember it; 12 o'clock, 5 miles, passing to starboard. The turrets were immediately manned, and the plane passed on in a generally westward direction without anyone seeing them. Our radar operator tracked them on his weapon until they were out of his range behind us. This was the last thing out of the ordinary that happened until approximately 35 minutes later.

We were keeping a special lock-out because of the planes previously reported, and were approximately 100 miles from Miho, bearing 345 true. The pilot gave the word to secure the gun turrets at approximately 2340I. Approximately three minutes later, at about 2343I, I was looking out the pilot's window, and observed a string of strange lights in the sky at about 1030 o'clock level. I did not report it immediately, because I more or less saw it out of the corner of my eye and was not sure but what it was the reflection of the stars on the windshield as I turned my head. I watched the position steadily and approximately 10 seconds later saw the same thing, but this time there was no doubt that it really was there. I continued to watch and touched the pilot on the arm and pointed out in the direction and told him to watch that position, and that I had seen some lights out there. We were at 12,300 feet indicated at this time, and the lights appeared to me to be approximately level, about three miles away. They continued to appear at approximately 10 second intervals for approximately four minutes, however other crewmen saw them a few times after they disappeared from my view. The reason for this is that they were continually drifting aft, and soon disappeared behind the port wing. I would say it took approximately four minutes for them to move from the 1030 position to the 9 o'clock position.

DOWNGRADED AT 3 YEAR INTERVALS:
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

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CC 65759/5

753-6530

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Enclosure (2) (Continued)

At the time all this was happening, the radar operator was tracking a target in the approximate position of the lights which appeared to be an aircraft, range 7 miles. It was drifting slowly aft on the port side. The turrets were immediately re-manned, and told of the phenomenon, and to keep a sharp look-out in that area.

The lights would appear in a straight string, one then another and another, with the interval between their appearance very short--approximately one-tenth of a second. There would be from 3 to 8 lights in each string; moving in a perfectly straight line, and a relatively backward and outward direction from us. If they were being dropped from our own aircraft, they would have been moving aft in the approximate direction of about 5 o'clock and at a downward angle of about 30 degrees. As they moved aft, they would appear to go about 500 yards, then the first one in line would disappear, then at the exact same position, the second would disappear, then the third, etc., at the same interval that they appeared in the first place. I would say the interval between lights was about 100 yards, and they were perfectly evenly spaced. The size, considering the distance away, appeared to be about that of a dinner plate, or possibly a little larger. The color was generally red, but they did not appear to give off much light; not as a flare would. The glare was certainly not enough to hinder making out each light very distinctly. Now and then one would appear to be lighter red, a few more yellow, and some even bluish in color. They could not have been, in my estimation, tracers or rockets, or flares like any I have ever seen before. They would remain for about 3 seconds before going out, moving aft at an estimated 500 knots relative. Sometimes, two strings would appear at once, the second string being separated from the first by an angle of about 30 degrees, as if it were being dropped from the opposite side of the plane (fired, rather, not dropped). The reason I say fired is because they retained this angle, and did not converge--also because they were going in a perfectly straight line. In total number of lights, I'd say about 100, or about 12 groups.

Two things I will stake my life on: They would travel in a perfectly straight line as far as I could make out at the distance, and that they appeared in a sequence and went out in the same sequence, at approximately the same place.

Enclosure (2)

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753-6530

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Enclosure (3): Descriptive narrative of incident occurring on the night of 14 March 1953, as seen by Lieutenant (junior grade) D. W. Carey--Navigator

A little before 142345I, I heard LTJG Rose say over the Intercom, "Did you see that?"

Preceding this we had a radar target that was closing rather slowly on the port side. I didn't think much of the statement until LT Wooten ordered the turrets manned. With this, however, I pulled the blackout curtain on the port side and looked out. I saw some red lights go by the port wing tip, and another group of them appeared about 45 degrees off the port bow and disappeared about 100 degrees off the port quarter.

These lights appeared about 5" in diameter and to be spaced about 10" apart. I estimate their distance to be about 5 miles.

I, at this time, took a radar fix: Lat 37-25 N, Long 132-45 E., and returned to observing the display. The lights were still appearing but at about 60 degrees port and disappearing about 135 degrees port. Some of the groups had only 4 lights and one with only three but these were unevenly spaced as though the third light in a group of four was missing. This group appeared about 90 degrees port and disappeared about 170 degrees port.

All lights in each group seemed to be level or in a straight line of bearing. At all times these lights appeared to stay on the same level as the plane.

The entire display lasted about five (5) minutes.

Enclosure (4) Descriptive narrative of incident occurring on the night of 14 March 1953, as seen by G. R. Truelove--Plane Captain.

I first saw the objects about the same time the copilot did. They were at 45 degrees to port and at the same altitude as we. Radar reported them to be at seven miles. I saw them three times from the plane captain's station.

From the aircraft, they looked to be a little larger than golf balls and about two inches apart. They seemed to be fired at different angles, mostly down and aft. I observed them to light up one after the other, and to not be traveling very fast. There were about five in each group. The lights didn't appear bright enough for flares or fast enough either, and definitely did not resemble any type of flare.

After seeing these things three times, I manned the tail turret after which I saw them one more time at about 100 degrees port.

All this happened in about five (5) minutes.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Enclosure (4)

UNCLASSIFIED

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753-6530

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Descriptive narrative of incident occurring on the night of 14 March, 1953 as seen by G. F. Deimel--1st Radarman

When the objects were first sighted, I was at the ECM station with the ECM phones on and did not know about the sightings until the plane captain came rushing by on his way to the tail turret. I asked the radioman what was happening and he said that there were some queer looking lights sighted. I then went forward to the navigators station where the navigator pointed out the lights being observed.

I saw them twice directly off the left wing tip. The first pattern was circular in shape with about six evenly spaced lights. The second pattern was elliptical in shape with the same number of lights, evenly spaced. It is possible that the last pattern was also circular in shape but if the lights were perpendicular to the axis of motion of the objects originating the lights and it was moving away from our aircraft, it would give an elliptical pattern.

The lights were about the size of golf balls, of uniform size and brightness. If they were of chemical origin, I would say they burned with the intensity of sulfur and definitely not as high as magnesium.

The distance from the plane I could not estimate. I did not notice the time.

----- Enclosure (5)

Descriptive narrative of incident occurring on the night of 14 March, 1953 as seen by R. D. Kelly--2nd Radarman

I first observed an object on the radar at about 45 degrees starboard, 9 miles. It appeared to be an aircraft target and to move across our heading to about 45 degrees port at 7 miles when the display was reported seen by the co-pilot. We slowly overtook it and passed at 7 miles to the starboard to a position where it was 110 degrees port. I lost the target at this point, apparently when it moved above the aircraft.

This all took place at 140 miles from Minneyama and about 80 miles from Lake Shima.

----- Enclosure (6)

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

753-6530

UNCLASSIFIED

Descriptive narrative of incident occurring on the night of 14 March, 1952 as seen by J. Schaefer--1st Radioman

I was on the radio circuit with the ICS disconnect switch down when the display was first sighted so was not initially aware of it. When I learned that something unusual was happening, I turned out the lights and pulled down the port blackout curtain in the compartment. I think I saw one flash when I first looked out but it happened too fast to be certain. I kept watching for about ten more minutes and didn't see anymore. I then went back to the circuit.

-----Enclosure (7)-----

Descriptive narrative of incident occurring on the night of 14 March, 1953 as seen by J. L. Chavers--2nd Radioman

When the objects were first sighted, I was in the after station preparing a meal and therefor, knew nothing of the nature of the incident. The upperdeck turret was being manned at the time and hence, all the ICS junction boxes were in use.

-----Enclosure (8)-----

Descriptive narrative of incident occurring on the night of 14 March 1953 as seen by L. B. Brown

I observed the display from the upperdeck turret. I first noticed the objects at about 45 degrees port. They were appearing at quick intervals and appeared to be coming from different angles. I saw twelve to fifteen separate sets of objects ranging from three to eight balls. The balls were from five to six inches apart in each set. The object appeared to be the size of a baseball and were orange in color. I lost the objects at 100 degrees port.

-----Enclosure (9)-----

Descriptive narrative of incident occurring on the night of 14 March, 1953 as seen by G. E. Noiseux--2nd mech

At the time of the incident, I was sitting at the Plane Captains panel and then manned the bow turret. I first saw the display 45 degrees on the port bow at about 5 to 7 miles and about 15 degrees high. I saw about seven groups, each containing about three to seven lights. They were orange in color and spaced about six inches apart, in a straight line.

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DOD DIR 5200.10

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753-6530

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Descriptive narrative of incident occurring on the night of
14 March 1953 as seen by GE Noiseux--2nd mech (Continued)

They appeared to be heading in the opposite direction from
us.

At one time I saw three groups at one time, spaced two
or three feet apart. Each light appeared to be between,
the size of a golf ball and a baseball. Each group had
very little relative speed.

The entire incident lasted about five minutes.

-----Enclosure (10)-----

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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T53-6530

Radar evaluation by BLUE BOOK's Roy James. (See below)

UNCLASSIFIED

CNFE/AS

Serial: 00641

N312:OWS:bgs

APR 16 1953

[Redacted] (when basic material is removed)

SECOND ENDORSEMENT on CO, VP-29 sec ltr ser 0052 of 23 Mar 1953

From: Commander Naval Forces, Far East
To: Chief of Naval Operations (OP-32)

Subj: Extraordinary display while flying in the Sea of Japan;
report on

1. Readdressed and forwarded.

[Signature]

F. W. McMAHON
Chief of Staff

Copy to:
COMAIRPAC (with copy of basic and first endorsement)
CINCPACFLT (with copy of basic and first endorsement)
CG FEAFF (with copy of basic and first endorsement)
COMFAIRWING 14
CO VP-29

TO: AE-5

FROM: AE-2

1. In regard to the radar sighting, all indications are that radar targets were those of normal unidentified aircraft. It is not believed that data is sufficiently accurate to allow a conclusion that the lights and the unidentified radar target were actually the same object.

R. L. JAMES

23 March. Henderson, Nevada. (Shortly after 1:00 p.m.)

"Off at a tangent, straight up." (See clipping)

Flying Saucers Zoom Over Townsite And Plant

HENDERSON, March 24—Don't look now, but those flying saucers are back with us again. Shortly after 1 PM on Monday, Delmar Davenport of 235 Tungsten street was scanning the skies with his binoculars, when suddenly, one of the shining discs loomed up large in his sights.

He called to his neighbor next door, Mrs. Bert Havens, and as they watched together another silvery object joined the first one.

Both could then be seen with the naked eye. The discs were at a high altitude and were moving about rapidly.

As they were being observed one disc went off at a tangent, and the other appeared to go straight up and were lost to sight.

Las Vegas, Nevada.
Review-Journal.
24 March 53.

? March. Stend, Fana, per Bergen, Norway. (midnight)

Can't publish it.

Lars Nesheim was in the sitting room of his home overlooking Fana fjord. It was midnight and the weather conditions were excellent. Through a window he noticed some dazzling lights in the sky coming out of the southwest which were pulsating and soundless. At arm's length the lights/objects appeared to be 10-12 cm in diameter. Mr. Nesheim said:

"It was a dark night. With short intervals, 5-6 objects came along. Their colors were changing between green, yellow and red, and they were illuminating the whole Fana fjord. Far off we could see many details [of the fjord]. When the objects were about 600 meters distant, they disappeared straight up into the air." (xx.)

(xx.) UFO report form. "UFO-report from Norway-Trondheim UFO society."
Translated by Anton Lidstrom. Witness: Lars Nesheim, Stend, Fana, per Bergen, Norway. Date: 19 October 64. Photocopy in author's files.

Most interesting was Mr. Nesheim's reply to the question "Did you report your observation?" Mr. Nesheim said he contacted the press but the reaction was: "They said that they were forbidden by the military forces to published such matters." (xx.)

(xx.) Ibid, p. 2.

March. Move over Hopalong.

In the late 1930's Hollywood actor Buster Crabbe was a pioneer sci-fi movie hero with his role as Flash Gordon in a number Saturday matinee serials (Still shown today in some TV markets). When TV came along after World War II, the networks had a lot of airtime to fill so they got a lot of cheap Western movies out of the studio vaults to provide enough program-

ming. The film studios wouldn't let TV have any "good recent stuff" since such home entertainment was considered a threat to the theater chains, yet TV was such a success, old movie cowboy actors like Hopalong Cassidy enjoyed stardom a second time. This "Western fad" suffered a setback in the 1950s, however, when the small fry developed a fascination with space. The 1952 Christmas shopping rush turned into an unprecedented demand for space playthings—including flying saucers space ships and Men from Mars toy figures. Buster Crabbe made some Western films but he had to try and recapture his earlier role as a "sci-fi hero" to keep up with the times. In a March 1953 Famous Funnies comic book, Buster is both "cowboy and alien fighter!" (See page 23)

Spring. Detroit, Michigan. (about 10:00 a.m.)

"Now you see them, now you don't."

UFO intercept by Lt. Col. Howard Strand, operating out of Selfridge AFB (Mt. Clemens), Michigan. This case raises a question: "Did the UFOs read Strand's mind?" (See pages 24-26)

? April. Clarinda, Iowa. (2:00 a.m.)

Huge red ball hovers over house.

In a letter, a Mr. R.E. Jones explains a UFO experience his wife had:

"My wife, in April of 1953, about 2 a.m., while we were living in Clarinda, Iowa, saw something, which we have never been able to explain. Our youngest son was born in March and although our memories are not sure of the exact date or time, my wife had the following experience, when she arose from sleep, to attend the boy, who was crying.

"It was a clear night, with a few clouds far off in the Southwest. The blind, on the West window, facing a neighbor was drawn. Wanda says, 'A red glow was coming thru the blind and during the moments that I was attending to the child, I became aware of the possibility that the neighbors' house must be on fire.' She rushed into the living room to go out doors, to see if their house was on fire. Then thru the window of the door she saw something, which stopped her from opening the door. She observed the object for several seconds. In her words, 'It was a huge red ball, hovering over the neighbors' house, across the street, to the North. It looked about the size of the sun, as we see it from Earth and it was hovering there, not moving. Sparks were shooting out from it and falling onto the neighbors' yards. The sparks would go out immediately on contact with the Earth.' She observed all of this in a matter of seconds and was excited and concerned, when she awakened me to see, what she had observed. The object was gone; but my wife's excitement wasn't. We put on our coats and drove for several miles around the area and to high ground to see if we could spot it. No luck. We have been baffled and curious for years, as to what it could have been." (xx.)

(xx.) Letter: To: NICAP, 1536 Connecticut Avenue NW, Washington, D.C. 20036.
From: Mr. Rolland E. Jones, 1002 Parkwood Drive, Port Orchard, Washington.
Date: 31 January 66. NICAP files. CUFOs archives.

A
N
C



BUSTER CRABBE

AUTHORIZED
A C M P
CONFORMS
TO THE
COMICS
CODE

10¢ Mar. #9



(The “star & bar” comics code symbol under Buster’s photo pertains to regulatory efforts to reduce the “morbidity factor” in children’s pop literature. If I remember right, they even held Congressional hearings on the matter.

It looks like our cowboy hero is having little trouble with this invasion. The kiddies can rest easy.

Comic cover from the Les Treece-Sinclair collection. The impact of UFOs on society has been considerable. See insert of the executive summary of Treece-Sinclair’s library/collection which has a sizeable portion devoted to popular culture items—L.E. Gross)

Les Treece-Sinclair
UFO/ALIEN ENCOUNTER
Library/Collection

Executive Summary

This is a 10,000 piece diverse library/collection of items [books, magazines, documents, reports, videos, etc.] on the reported incidents, history and nature of UFOs and alien encounters as well as items [comics, trading cards, buttons, toys, games, movies, etc.] depicting this subject in our popular culture.

It is a working library/collection intended for reference and research. As such, it reflects a priority in the inclusion of items for their use, rather than primarily for investment or display. This library/collection has been compiled over 20-plus years [1957-72 & 1994 to present], and all items are listed in a computerized catalog.

HIGHLIGHTS:

<u>UFO Books:</u>	1,160 plus, including fiction [about 20%] and children's titles.
<u>Related Books:</u>	135 plus titles on alien life forms, ancient astronauts, SETI, crop circles, strange/mysterious events, space travel, etc.
<u>Collectibles:</u>	750 plus pins/buttons, trading card sets, toys, cartoons, stamps, movie/tv photos, greeting/post cards, puzzles/games, etc.
<u>Comics:</u>	620 plus comics.
<u>Magazines:</u>	1,260 plus national magazines; and 430 plus magazines specifically on UFOs/Aliens.
<u>Newspapers:</u>	3,075 plus clippings.
<u>Audio/Visual:</u>	225 plus records, videos, etc.
<u>UFO Publications:</u>	1,950 [complete: CSI-LA, CRIFO Newsletter, CUFOS Associate Newsletter, IUR/CUFOS, Just Cause, MUFON Journal, Saucer News, Saucers, Skeptics UFO Newsletter, UFO Investigator; nearly complete: APRO Bulletin, APRO Newsletter, Flying Saucer Review {Rockmore}, Flying Saucer Review {British}].
<u>Various:</u>	495 plus [articles & reports, government documents, journals, pamphlets, radio broadcasts, etc.

It is my belief that most sightings/incidents have ordinary explanations, but the details and the government's handling of the remaining cases justify further serious and scientific investigation, analysis and disclosure.

Member: CUFOS, IUFOMRC, MUFON, APRO & NICAP.

Les Treece-Sinclair

9169 Falcon Creek Circle

Elk Grove, CA 95624

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or Lestrees2@cs.com

06/237/01

24 April 1967

Yusuke J. Matsumura
 Founder & Editor-in-Chief,
 CBA International
 Naka P. O. Box 12
 Yokohama, Japan

Dear Sir,

The following event is an eyewitness account of an encounter with unidentified, unexplainable objects of aerial phenomena. The incident occurred on a clear day the spring of 1953 in the Detroit, Michigan area. At the time, I was on Active Duty in the Air Force flying F94-B aircraft and stationed at Selfridge Air Force Base, Michigan. I had approximately 1700 hours total flying time of which 400 were jet.

Approximately ten o'clock A. M. one morning in March I was scrambled on a routine patrol mission. We were expecting the Navy to try and penetrate our air defenses in the local area for practice purposes. After about twenty minutes of flight the radar site controlling our flight gave us a target which was to our left at about the eight o'clock position. Upon visually checking, my airborne radar operator and I could see tiny specks in the sky which appeared to look like a ragged formation of aircraft. Our position at the time was approximately thirty miles N. W. of downtown Detroit. The targets appeared to be over the city's central section.

The Selfridge AFB ground radar controller gave us a heading which we turned towards as the target on their radar scope. All this time, to include turning towards the target, establishing our course etc., the objects were visible to the pilot as a ragged formation traveling slowly in a westward direction. This was estimated to be between three and four minutes.

The objects were a little lower than our aircraft so we were in a slight downhill run at full military power, without after burner, on the intercept. I can recall thinking more than once that I should be able to start identifying the aircraft any second--but I couldn't. Their tails, wings and aircraft features just didn't seem to "pop out" as they normally do when you close in on an aircraft to identify its type. All the while we were on a quartering head on intercept my

my radar operator in the back seat was trying to pick up the targets on our airborne radar. The ground radar had both our aircraft and the unknowns painted as good strong targets. Still no positive identification; except the objects seemed to get a little larger all the time.

About this time the radar operator in the back seat started receiving some returns on his scope and thought he was picking up the targets. I was watching the objects until I looked in the cockpit trying to inch out a little more speed without going into after burner, then, when I looked up---the objects were gone---every last one of them. I had estimated the number to be between twelve and sixteen. We had been expecting to see/identify Navy fighter type aircraft---but now---nothing.

Immediately I asked the ground radar controller where they were and he told us the targets were still there---loud and clear. We continued to fly the headings given by the controller right into the center of the targets. We flew and turned in every direction but there still was nothing in sight. Gradually the targets disappeared from ground radar after we had been amongst them for three or four minutes; as close as 2000 feet according to radar. Airborne radar picked up nothing after the initial fleeting contact and then the objects had disappeared from visual sight. We returned to land at Selfridge.

No UFO report was submitted by the aircrew for one reason. This was the era of time when it seemed the Air Force was denying even the possibility of UFO's and attempting to make everyone who thought they saw such objects look silly or stupid.

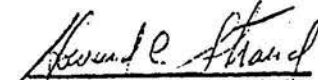
In retrospect, after reading a considerable amount of material about UFO's and "Flying Saucers", I have personally come to two conclusions about this sighting.

Number one; that I could not identify the objects as aircraft because they weren't---there were no wings or tails to "pop" into sight for identification as aircraft. At the time I had no thoughts of flying saucers therefore made no efforts to identify such. If I had even so much as thought of it at the time I never would have taken my eyes off them. I can say definitely that the objects were not conventional or jet aircraft due to the fact that no aircraft could have turned around or "gotten away" so to speak, in the 2 to 4 seconds I was looking in the aircraft cockpit. Remember all the while we were bearing down on the targets at approximately 500 MPH in a quartering head on pass.

Number two; that the objects went straight up---out of sight to me and my airborne radar operator---still visible as targets on the ground radar. Other sightings have been made where UFO's did go straight up for tens or hundreds of thousands of feet in one or two seconds and then hover or move slowly at that new altitude.

UFO's?---Flying Saucers?---who can tell?.

At the time of the sighting I had 1700 hours flying time accrued in nine years. Today (1967) I have 6500 military hours, more than half in jets; and still feel the sighting on that perfectly clear day in 1953 was valid; that it was no figment of the imagination or trick of the eyesight. I have had no other sightings since that time.


HOWARD C. STRAND

The wife Wanda.

Mrs. Jones also wrote a letter to NICAP. The letter contained the same information reported by her husband, however there were a few additional details about the "sparks." She wrote:

"Just below the equatorial center of the sphere, were sparks of a yellowish-white color, falling in a half circle, as nearly as I could tell from where I was standing, to the ground. The thought ran through my mind that in the morning I would find ashes or cinders or burned spots from the sparks, even though they went out immediately upon hitting the soil...One thing I would like to stress that might be of importance, is that the sparks were not coming from the bottom or the top, but more in a designated area just below the center of the sphere." (xx.)

(xx.) Letter: To: NICAP (Mr. Gordon Lore, Editorial Assistant) 1536 Connecticut Ave. N.W. Washington 6, D.C. From: Mrs. Wanda Jones, Port Orchard, Washington. Date: 15 February 66. Photocopy in the author's files.

1 April. Ipswich, Queensland, Australia. (daytime?)

Performed for half an hour.

Birds or UFOs? An item in *The Australian Flying Saucer Magazine* tells us:

"Mr. W. Woods, of Woodend, Ipswich, reported seeing four flattish objects crossing the sky at great speed the previous Saturday. Mrs. Wood and the rest of the Wood family watched the objects perform for about half an hour, after which one flew off in the direction of Brisbane and the other three gradually disappeared [?]. (xx.)

(xx.) "Global Sightings for 1953." *The Australian Flying Saucer Magazine*. Official Publication of the Australian Flying Saucer Bureau. Headquarters, 3 Ferguson Avenue, Fairfield, New South Wales, Australia. May 1953. p.6.

3 April (Good Friday). North of Peach Springs, Arizona.

"I see plane, no wings, many lights. Looked like worm."—Old Indian witness living in the desert.

A columnist for the Las Vegas *Sun*, A.E. Cahlan, wrote:

"Some scientists may call the UFO's reported in Norther Michigan as combined products of marsh gas [this was written in 1966] and imagination, but you'll never convince Las Vegas' Elbert Edwards, because there is no marsh gas on the rim of the Grand Canyon where he and an explorer companion saw what they believe to this day to be the 'mother ship' which brings the saucers from an outer planet to the earth.

"Edwards, superintendent of schools in Boulder City for many years and now engaged in historical research for Frontier Fidelity Savings and Loan, has been reminiscing during these last few days as reports of UFOs have been coming from all over the country, and was ready for me when I called to refresh my own memory on the subject.

"Edwards' experience was on Good Friday in 1953. He and a companion, John Goddard, were camped along the rim at the mouth of Havasu Canyon, a tributary of the Grand Canyon, north of Peach Springs, Arizona. Goddard was a noted explorer of that era on assignments for the National Geographic Magazine throughout the world, and was putting in time between trips into the African jungle, deepest India and other wild areas, doing the Colorado River. Neither of the two men were neophytes in the field of observing phenomena of the heavens and earth. Both were well grounded in astronomy as well as other natural sciences. They were NOT by any stretch of the imagination, mere lay observers.

"Edwards says they had finished supper and had crawled into their sleeping bags. He was contemplating the heavens and suddenly noticed a bright light along the northern horizon. It wasn't the North Star, because he spotted that also. His scientific knowledge told him there wasn't any star suppose to be where this light came from. At first he recognized only the fact that it was moving. He and Goddard exchanged a few remarks and during the seconds consumed the object had grown tremendously in size, from almost a pin-point of light to a definite flying vehicle of some sort.

" 'I thought it was funny there were no navigation lights and that there was a great light in the center of what appeared to be the nose. There was a row of what seemed to be port-hole like lights on either side. The impressive feature was the nature of the lights,' Edwards said. 'They weren't ordinary in nature. I have never seen anything like it. It seemed I was looking into the very source of light rather than its manifestation. The moon was shining from behind us and revealed a cigar-shaped object with no wings and no visible means of propulsion, but it was speeding through the skies at a tremendous rate.'

"Goddard raced to the car and returned with his binoculars. As he gazed, he fairly shouted: 'I don't believe what I see—I just can't believe it.' Edwards says it was a calm, quiet night. The only sound that came from the 'ship' was like 'the buzzing murmur of a giant transformer,' he says. Next morning, an old Indian whose desert home was nearby, came over to the explorer's camp. Edwards, anxious to see if anyone else had noticed the phenomenon, asked the Indian if he had 'see anything last night.' 'I see plane, no wings, many lights. Looked like a worm,' he replied.

"Goddard, asked to describe what he saw through the binoculars, said the nearest he could come was 'a Buck Rogers space ship.' Edwards, who has the vocabulary of an outstanding educator, admitted he couldn't find words to adequately describe what he saw. 'It was simply fantastic,' he said. 'I actually found myself doubting the evidence of my own senses.'

"For the benefit of the record, I think it should be mentioned that Edwards is a devout member of the Mormon Church and observes the principles of his faith to the letter. So there is no possibility of a post-martini mirage because Edwards does NOT drink.

"A *SUN* reporter got hold of the story and it was featured on page one. Edwards had hardly reached his office when a call came through from Nellis seeking an interview. A team of inquirers spent over an hour asking questions. Edwards told them he and Goddard had agreed that the lighted portion of the object was between 300 and 400 feet long with an overall dimension of approximately 1,200 feet." (xx.)

(xx.) Las Vegas, Nevada. *Sun.* 4 April 66.

A vote of confidence.

Attorney Edward Marshall wrote NICAP in 1969 about the 1953 case because he believed it had been overlooked. Marshall wrote NICAP to say Edwards was "of sober character and unquestioned integrity." A copy of A.E. Cahlan's 1966 column was enclosed. (See Attorney Edwards' letter on page 30)

7 April. Palembang, Sumatra, Indonesia. (?2:00 p.m.)

Five minutes?

This case sounds like a meteor report until the time of passage is considered. Air Vice-Marshall J. Salatun of the Indonesia Air Force wrote:

"April 7, 1953—three inhabitants of Palembang, Sumatra reported seeing a strange object which was bigger than the moon and displayed an oval shape like a saucer when viewed at an angle. It flew from southeast to northwest at 20 PM ("20 PM" This seems to be a typo. It could mean 20(0?) mph or 2:00 p.m.) Its color was bluish-white like a very hot object while its rim was a little fuzzy. It trailed a bluish-white exhaust like a bunsen burner. Its flight path was straight and level and remained silent, although [it] was visible for five [!] minutes. The UFO was also sighted and duly reported by Lt. Abbey, an officer who saw the UFO pass over Talang AFB. He made history when he cabled the sighting to Air Headquarters. This marked the first UFO report by the Indonesian Air Force." (xx.)

(xx.) "Notes on Indonesian UFOs—" Typed pages of notes forwarded to me by Jan Aldrich. This is one of a number of Indonesian UFO reports copied from the book *The Mystery of the Flying Saucers Revealed* authored by Col. J. Salatun, Secretary of the Indonesian Joint Chiefs of Staff (written in English). This is one of the few UFO books I've never been able to obtain so I can provide little information about it.

8 April. Dr. C.C. Wylie.

Are saucers shadows? (See clipping on page 31)

EDWARD G. MARSHALL
ATTORNEY AND COUNSELOR AT LAW

MAILING ADDRESS
POST OFFICE BOX 128

SEP - 5 1969

NICAP
1536 Connecticut Ave., N.W.
Washington 36, D.C.

Gentlemen:

Would you please advise me if there has been a more recent edition, or a new revised edition, of your book The UFO Evidence published in May, 1964. If there is such I would like to obtain a copy of the new edition. Please advise.

For your information I am also enclosing for your files and records a copy of a newspaper article written and published in the Las Vegas Sun, a newspaper of general circulation, on April 4, 1966.

The author of this article is since dead, however, Elbert Edwards is a prominent member of the southern Nevada community. He is a person of sober character and unquestioned integrity. I personally recall the hullabaloo which surrounded the incident referred to here in 1953. Shortly thereafter, approximately August or September of 1953, I personally interviewed Edwards about this matter reported and heard his own recital of these facts.

I did not anywhere see a reference to these facts in your book. I presume your files probably do not contain this story. They certainly should because if every there was a man whose word should be believed it would be Mr. Edwards. I think the same could also be said of John Goddard who is a well known explorer in these parts of the West.

Yours very truly,

Edward G. Marshall
EDWARD G. MARSHALL
Attorney at Law

EGM/ccc

THE ANN ARBOR NEWS, ANN ARBOR, MICH. APR. 8, 1953

Suggests Flying Saucers' May Be Meteors' Shadows

(By Science Service)

IOWA CITY, Iowa — All reports of flying saucers can be explained "certainly or plausibly" if they are received promptly, states Dr. C. C. Wylie, astronomer at the State University of Iowa here.

He is making a study of meteors

that are bright enough to cast shadows. This work has resulted in his receiving dozens of reports on "saucers" and other strange lights.

To get accurate records of the meteors, reports must be obtained quickly, Dr. Wylie states. A typical shadow-casting meteor is described as a ball of fire with a tail; the ball of fire being rounded in front and shaped like a pear or light bulb.

The color reported for meteors varies from blue to reddish, with

blue-green or green being most common. An 80-year-old report on meteors also states that green was the color most often observed.

12 April. Near Sudbury, Ontario, Canada. (10:00 p.m.)

Shining cigar-shaped object.

According to an article in a Sudbury paper:

"Sudbury's mysterious flying objects are in the night skies again, back over the one of their favorite haunts—The Frood Stobie mine area.

"Six Coniston men, driving toward Sudbury at 10:00 p.m. Sunday, watched a shining cigar-shaped object glowing above the mine for more than 20 minutes, maintaining the height and changing color but not moving in any direction.

"The object appeared to be over the mine, Rolad Laporte, of Coniston told the *Star* Monday. One of his five companions spotted the phenomenon at first and drew the attention of the others to it, when car was still east of Coniston.

"The men stopped the car and watched the glow for about 10 minutes. Driving through Coniston, they spotted it again just west of the smelter town.

"When first sighted, it was pinkish-red, of irregular shape vaguely resembling a pencil or cigar.

"As the men watched, it changed color and shape, glowing whitely and decreasing in size until it appeared 'like a dime.'

"After ten minutes or so, it again turned reddish and elongated into the previous sharply-defined shape.

"Its position and altitude did not vary throughout the period of time it was under observation.

"Weather bureau observers at Lake Ramsay reported that wind at the time was from the north and blowing at five miles an hour, reaching 20 miles at 3,000 feet. The sky was half covered by high cloud.

"The report of Laporte and his driver, Sterling Johnson, is the first of the flying saucer sighting in the vicinity of the city since a rash of them broke out last February.

"In several instances, silvery torpedo-shaped objects were reported hovering over the city and district.

"At that time the RCAF fighter station at North Bay dispatched public relations officer Flt. Lt. D.W. Souchen to Sudbury to investigate the reports. Souchen interviewed a number of the persons who saw the object but the air Force's findings in the matter have never been released." (xx.)

(xx.) Sudbury, Ontario, Canada. *The Sudbury Daily Star*. 14 April 53.

16? (date blurred in photocopy) April. Over Chatham, New Brunswick, Canada. (3:34 AST) -

"NOT a balloon?"

The witness was a Government Inspector-pilot for Maratime Central Airways. He also had considerable experience flying "bush" and transport planes for the RCAF.

The UFO in this case was spotted while the witness was piloting a plane over the city of Chatham, New Brunswick. The witnesses' plane was at 9,000 feet altitude and was making 170 knots—heading 009. Visibility was 15 plus.

The witness suddenly noticed something 3-5 miles ahead at a lower altitude, an altitude he guessed to be 7,500 feet. Records show that the wind at 7,000 feet that day was 320/20. The thing seemed to be moving along at 150 knots as it approached and then passed him up, traveling between two scattered cloud layers. In view about 30 seconds, the UFO was seen to be round and disk-like with a metallic appearance. An estimate by the witness put the size of the object as about 25 feet in diameter. No trail or exhaust was detected. The co-pilot (not otherwise unidentified) of the Maratime Central aircraft also witnessed the encounter. The official sighting report stated: "Both observers are quite definite in stating that the object was NOT* a balloon." (xx.)

* Emphasis in the original.

(xx.) Project SECOND STOREY
(Canada) Sighting report.
Photocopy in author's files.
Date report made: Not given.
Name of pilot and interrogator
censored.

20? April. Pork Chop, Old Baldy hills,
North Korea. (1:00 p.m.) (Note also re-
ference to visual and radar detection of
"800 mph, luminous objects" in warzone)

"White, rounded, delta-shaped object."
(See clippings on this page and page 33)

Mysterious Object Sighted In Skies Over North Korea

By STAN CARTER

SEOUL, Monday, April 20 (AP)—Four U. S. Army airmen Sunday reported seeing a small "white, rounded, delta-shaped object" flying at 60 to 80 miles an hour over Communist territory on the Korean Western Front.

An official intelligence report said the sighting was made north of Pork Chop and Old Baldy Hills where heavy fighting has raged the past few days.

And officers with a front-line division who asked not to be identified by name told The Associated Press that other luminous objects traveling at super-sonic speeds of 800 miles per hour, had been observed in the Baldy-Pork Chop area and tracked on radar—also within the last few days.

However the official G-2 report made no mention of these other incidents.

The release said:

"At approximately 1 p.m. today (Sunday) aerial observers in two separate planes flying routine reconnaissance missions, observed a white, rounded, delta-shaped object.

"It was estimated to be 5 to 7 feet in diameter. The observers

had no idea of its depth or thickness.

"It was traveling between 60 and 80 miles per hour in a vibrating motion. The course of flight was north-northwest to south-southwest over enemy territory."

Intelligence officers did not attempt to evaluate the report.

The four airmen who reported seeing the strange object were the pilots and observers of two light army planes.

One pilot asked his name be withheld from publication. The other witnesses were Lt. Julius Morgan of Lythonia, Ga., pilot; Lt. James O. Rymus of Kansas City, Mo., and Lt. Jack E. Myers of Seattle, Wash., both observers.

Flying objects have been reported over Japan in recent months according to official reports of the Japan Air Defense Command. They too were tracked on radar and described as having a vibrating motion.

23 April. Iberville, Quebec, Canada. (3:00 p.m. EST)

Spinning disc.

The witness (name deleted from report) was eating dinner with his mother at 3 o'clock in the afternoon on April 23rd. It was a nice day—clear, cloudless, mild temperature.

From where he was sitting, the witness could look out the window to the southwest. The witness suddenly noticed a bright spot in the sky getting bigger and bigger. Something was approaching at high speed. Before he could react, the witness noticed that the object had stopped its approach and was hovering in the air not far away. Excited, the witness jumped out of his chair and rushed toward the front door. As he passed his mother he touched her shoulder and exclaimed, "Look Mom—a flying saucer." She looked out the window and saw the UFO.

Dashing outside, the witness leaped off the porch and headed toward the stationary object. Before the witness could get close, UFO zoomed backwards at over twice the speed of its approach. The witness believed he heard a sound "like a humming bird." The UFO appeared to be a spinning disk about the size of an automobile.

Here are some additional details provided by the witness:

"In my opinion, the disk stopped right above the river. This from my home would be from 3,000 to 3,500 feet. As a matter of fact, I verified the distance this week.

"From the exact position where I was (when the sighting occurred) I have compared the size of the object with the Iberville water tank, but it is 125 feet high and approximately 3,000 feet from my home. When I saw the object I was looking towards and above the tank, which to me seemed about the same size, but unfortunately I don't know the diameter of the tank.

"According to me, the disk stopped (but was still turning counter-clockwise) about 250 feet above the river." (xx.)

(xx.) *Flyobrpt. Observer's Data Sheet.* (Canadian? UFO report form) Date form filled out: 23 December 53. Photocopy in author's files. No other source data.

30 April. Tahiti (Island of Moorea). (about 9:00 p.m. EPT)

Sailor bewildered by "fiery object." (See clipping on page 34).

Mystery Object Seen in Korea APR 20 1953

Wingless 'Plane' Spotted Over Red Territory

ON THE WESTERN KOREAN FRONT, April 20 — (UP) — Four American airmen said they saw a mysterious shiny white object flying low today over Communist territory within a few miles of the battlefield.

They said the wingless object had no visible means of propulsion but it flew between 60 and 80 miles an hour, sometimes only 100 feet off the ground.

The fliers said the object was no more than 10 feet in diameter and appeared to be round. They said they spotted it west of "Pork Chop" Hill and northwest of "Old Baldy," about 25 miles northeast of the Panmunjom truce site.

Their report was placed in the "P for phenomena" file of U.S. intelligence (C-2).

1st Lt. Julius T. Morgan, 23, Lithonia, Ga., said he was the first to spot the object. At the time, he said, he was piloting a light plane on an aerial observation mission over Communist lines.

Three other officers, two of them in another light plane, said they observed the object for 15 minutes before they had to leave the area.

"The shiny white object was moving no more than 100 feet above the ground," Morgan said.

The other observers agreed with Morgan's statement that the object was round as viewed from above, had no wings and no visible motor.



"SAUCER" SEEN OVER PAPEETE? SAILOR IS BEWILDERED BY NEW "FIERY OBJECT"

By airmail from NZPA Special
Correspondent

PAPEETE, May 14.

An object sighted in the sky over Papeete around 9 o'clock on the evening of April 30 has given rise to speculation about its origin and identity.

Two European eye-witnesses say that when their attention was first directed to the object by a group of Tahitians it was

over the island of Moorea, about 12 miles away westerly from Papeete.

Travelling in an easterly direction, and at the same time veering from side to side, the object passed overhead and became stationary about midway between the stars Rigel Kentaurus (one of the Southern Cross pointers) and the second magnitude star Theta Centauri.

The object, which is described as being about the same size as a planet, such as Mars, appeared to be glowing with a fiery, reddish light which fluctuated in intensity at irregular intervals.

When the object became stationary between Rigel Kentaurus and Theta Centauri, it gradually faded from sight.

As its reddish light gradually died away, the distance travelled across the sky by the object would have been an arc 100 to 110 degrees, and it was under observation for more than five minutes.

With the exception of a few small, filmy clouds which did not impede observation, the sky was clear.

No estimation could be given of the speed or height of the object beyond that it appeared to be travelling somewhat slowly at a high altitude.

One of the eye-witnesses is a former merchant marine officer, familiar with the heavens. He stated it was unlike anything he had ever seen in his world-wide voyaging.

"Having in the past been sceptical of reports of such things as flying saucers," he said, "I don't know—I am now beginning to wonder if it may have been a 'flying saucer' or even some unknown form of natural phenomenon. But whatever it was, we definitely saw the object as described."

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FLYING TOPS



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19 May. Hynek evaluates cases. (See letter below)

THE OHIO STATE UNIVERSITY

HOWARD L. BEYER, President

COLUMBUS 10

EMERSON MCMILLIN OBSERVATORY

19 May 53

1st Lt. Robert Olsson
Wright-Patterson AFB.

Dear Lt. Olsson;

This is a belated report on the last batch which I received at the end of April.

Just as soon as our plans for employing Miss Gluck officially go through, I shall be able to send you a sheet with comments on each individual case, so that you will have my comments on each folder. The letter method has obvious drawbacks. But until that time comes and she can handle my typing and completion of forms, I had better stick to this letter method.

In this latest batch we have only 4 really interesting cases. I might mention a 5th, 28 March 53, Scott AFB, which is the 1st report I've seen of an honest to goodness mirage. 6 Cases have only one observer and I'm following my usual rule of discounting those.

8 April was a meteor.

The Great Falls 3 April case was Venus if reported time was in error.

28 March Albroom AFB was probably Venus.

31 March Monshu, and 30 March Lyle, Wash., are puzzling but could possibly have been balloons.

The 8 April Greenland case was an obvious meteor.

This brings us to the interesting cases:

25 March San Antonio could hardly have been a mirage and I'm surprised there was no radar pickup. Was there any aircraft like helicopters that might explain this. Anything more come in on this one? Don't think this is good enough for a pinch-bottle but it should be listed as Nocturnal meandering light.

29 March Spooner, Wisc: Duration times needs checking here. Hard to believe that object could have done all that in 15 seconds. An interesting case and one of the regular questionnaires should be sent to Mr. Gillette.

Next is the 12 April Stead AFB. I think this is the most interesting case of the batch, and I hope you receive more dope on it. Questionnaires should be sent. I'd like to see Menzel explain this one! Is there any possibility that these could have been aircraft? Apparently ducks have been eliminated.

As for the 26 March, Equasseur AFB although MFL, the data are contradictory and insufficient. Perhaps this was a helicopter? We ought to have much more information on this one. Has this been received?

Sincerely,
Allen Hynek

21 May. Prescott, Arizona. (afternoon)

Dr. James McDonald checks on the 1953 Prescott case (See my monograph *UFOs: A History 1953 March-July*, pp.62, 66. McDonald's reference to Hall's book must mean the *UFO Evidence* published by NICAP).

In a letter to Richard Olson, Dr. McDonald mentioned this:

"I spoke by phone yesterday with two men up at Prescott who had been witnesses in an interesting sighting back in 1953. I ran across the reference to it in Dick Hall's book, and succeeded in locating two of the three witnesses. On the afternoon of 5/21/53, two of the men were up at Chino Valley, when one of them, a postal employee, looked up from his fishing, saw eight disc-like objects overhead, and, after studying them several minutes, took the risk of calling friend's attention to them. They watched the objects milling around erratically for another five minutes, and then the third witness, a private pilot with about four year's flying experience, happened to come by, and they asked him to give them his opinion. The three of them watched the eight objects for a length of time that was given in the contemporary account that appeared in the *Arizona Republic* as about 'one hour.' The two men I talked to thought it was rather less than that, but that the objects were there for several tens of minutes before suddenly forming into a line and streaking off to the south at a velocity far greater than any aircraft the witnesses had ever seen. The objects appeared to be very high, were disc-like, and would occasionally tip and reveal a side-view that suggested they tapered somewhat at the top. They would form in lines, and occasionally two or three would zip off from the line and 'dogfight each other for a minutes or so,' and then return to the line. The two men said they'd never seen anything quite like it before or since. One of them was subsequently interviewed by the Air Force, and he is still annoyed at their effort to convince him that what he saw was some kind of an illusion." (xx.)

(xx.) Letter: To: Mr. Richard C. Olson c/o Hon. Morris K. Udall, United States Congress, Washington D.C., 20515. From: Dr. James McDonald, The University of Arizona, Tucson, Arizona. 10 March 70. Dr. McDonald's personal papers. Special Collections Division. University of Arizona Library, Tucson, Arizona. Photocopy in author's files. pp.2-3.

25 May. Panjung, Bali, Assahan, Sumatra, Indonesia. (about midnight)

Oval-shaped object.

Colonel Salatun wrote:

"...on May 25, 1953, close to midnight, several inhabitants of Panjung, Bali, Assahan, Sumatra, saw an oval-shaped object like a disc seen from an angle. It flew from northeast to southeast at medium altitude and was visible for ten minutes. The object emitted a yellowish-white glow with a bluish-green and violet sides.

"The gradual buildup of UFO activity in Indonesia during the year 1953 continued into the following year and eventually reached a climax in March 1954,

especially on Java.” (xx.)

(xx.) Notes on Indonesian UFOs—“ Typed pages of notes forwarded to me by Jan Aldrich. This is one of a number of Indonesian UFO reports copied from the book *The Mystery of the Flying Saucers Revealed* authored by Col. J. Salatun, Secretary of the Indonesian Joint Chiefs of Staff (written in English). p.4. (This is one of the few UFO books I’ve never been able to obtain so I can provide little information about it—Loren E. Gross.)

26 May. Stratmore, Quebec, Canada. (12:05-12:25 a.m. EDT)

Vivid yellow balls.

The day was clear with six miles visibility in smoke. Surface winds were calm. Supply Officer (name censored) of RCAF HQ Command spotted a vivid yellow glowing ball at 70 degrees elevation. As the officer watched with 8X binoculars, the ball of light dropped straight down. It took 10 seconds for the ball to fall to a point where a building blocked it from further viewing. This incident took place at five minutes after midnight. The officer determined the bearing from his position was 180 degrees. He kept a watch in that direction.

At 12:25 a.m. a second yellow ball appeared at a bearing of 188 degrees, and 70 degrees elevation (It could be the point of origin shifted a bit). This second ball also descended vertically but 15 seconds into its fall it stopped its plunge and took off horizontally at high speed (much greater than an aircraft according to the witness). As the second ball zoomed away, it grew a short red tail less than the diameter of the object. After 25 seconds, the second ball was out of sight on a bearing of 135 degrees. (xx.)

(xx.) Project Second Storey Sighting Report. Name of witness and interrogator censored. Date and place of interrogation: 26 May 1953 RCAF Station St. Hubert, Quebec, Canada. Photocopy in author’s files.

27 May. Ft. Worth, Texas. (8:45 p.m.)

Lubbock Lights phenomena? “Close concave pattern”

According to a letter to Coral Lorenzen’s APRO:

“On the night of May 27, 1953, at 8:45; I, along with two other persons, observed a group of unidentified objects moving from south to north. They were in sight no more than 15 seconds, during which time they traversed at least 70 degrees. During this time, the whole formation began to shrink because of their apparent high speeds and distance they were covering in only a matter of a few seconds [Sounds fast for birds]. There were at least 40 objects in the formation. All were of the same size and uniformity. The flight pattern was perfect, being in a close concave pattern. All the objects were of the same color, being a dull white and the size of each apparently that of the typewritten ‘o’. (xx.)

(xx.) Letter: To: APRO. From: William E. Daniel. No address. Ft. Worth, Texas.

Date: Not clear. Appears to be: 8 May 1954. Photo copy in author's files.

The CIA's H.P. Robinson is sent the "best" (Pinchbottle) cases. (See below)

(I've lost track of the source of this document. It may have come from the big Darlington UFO case file found in Dr. Hynek's records, or even from R.M. Olsson personal papers—L.E. Gross)

II. Recently Project Blue Book sent five of its best unsolved 1953 sightings to Dr. H. P. Robinson, California Institute of Technology, for his review and comment. The sightings included Luke AFB, Continental Divide, Sea of Japan, and Port Huron, Michigan.

III. The system of transmitting FLYOVERPTS to McMillan Observatory with the possibility of identifying them as astronomical bodies is working out well. Their system was instrumental in identifying the object of the Darlington, Wisconsin, sighting as well as establishing the ^{fact} ~~possibility~~ that the planet Venus has been the cause for ^{almost} all the sightings coming from Japan in recent months.

Lt R.M. Olsson
ATIAE-5

Between February and June 1953 (Exact date not known). Over the Salisbury Plain, England. (Just after noontime)

Principle science officer for the British Air Ministry encounters a UFO.

The witness in this case was Cyril George Townsend-Withers. At the time of this UFO incident Townsend-Withers was principle science officer for the Air Ministry. Author Jenny Randles relates what Cyril told her:

"On the day in question, Cyril was asked to test some new ECM equipment. These are sophisticated electronic countermeasures to try to interfere with enemy radar. There had been some problem with ground interference during earlier tests so that Townsend-Withers, operating the equipment, and his pilot (also a flight lieutenant) were given a nearly new prototype Canberra aircraft to which no internal fittings had yet been applied. Stripped bare and thus remarkably light, the craft could fly very high and put the equipment through the motions will clear of any interference from below. Indeed, in doing so, they set a new height record for the Canberra by approaching 60,000 feet.

"It was just after noon on a cloudless day as they circled high above Salisbury Plain on a northwesterly heading, when the radar picked up a target five miles behind them, pacing the jet like an echo. Cursing the return of the interference problems, they switched off the system, reset, and did a number of internal checks. This did not clear the target—as it did whenever there was an anomaly. Something really was following them. But that was virtually impossible at this height. The science officer [Cyril] clambered into the gun turret to investigate matters. This gave the clearest view to the rear. Sure enough, there was an object trailing behind. It was round and silvery, reflecting sunlight like a giant mirror.

"Calling to his pilot, he requested they increase speed. Although they got to 260 mph, the object 'just hung in there,' so Townsend-Withers recommended 'a big radius turn.' Once they started on this, the object vanished from the radar, which was only operating in a rearward facing mode. However, it was not out of sight for long. It was now dead ahead of them. The pilot took the Canberra out of the turn and flew towards the glinting object. It was not moving, and as they closed the gap there were about 30 seconds when they were on a direct collision course. During this period, they had a perfect close-up view of the thing in the sky.

"It was silver-like metal and very thin in body shape. Overall, it appeared to be a remarkably flat oval without any sign of wings or windows and with just a hint of a tail fin at the rear. Neither man had seen anything like it before—certainly not just sitting there at such great height. Both were familiar with weather balloons, often flying as high as the balloons did. This was not one of them.

"As the Canberra flew towards the UFO, they were preparing to pull out and fly around the object. It never gave them the chance. At close range, it suddenly shot vertically upwards without acceleration, going from zero to immense speed in an instant. It climbed 'sixty, seventy thousand feet as quick as you could say "it,"' Townsend-Withers remembered. They lost sight of it 'at an impossible height.'

"Back on the ground, they reported the incident, but Townsend-Withers was as surprised by the reaction of his superior officers as he was by the UFO. 'Nobody seemed that interested,' he said. The RAF pressed hard for reassurance it was not a secret Soviet aircraft, but the two men were adamant that this was absurd given what the UFO did. Nobody was interested beyond that point. The science officer could not understand it. However, he was instructed to work with the radar manufacturers. As he said, 'We stripped the equipment and reassembled it. There was nothing wrong. Eventually, the Ministry accepted that there had been no fault with the equipment, and I expected a full debriefing about what we saw. It never happened.'" (xx.)

(xx.) Randles, Jenny. *UFO! Danger in the Air*. Sterling Publishing Co. Inc.: New York, N.Y., 1998. pp.44-46.

A working assumption. A research team at Farnborough.

Cyril had more to add to the curious official interest/non-interest in UFOs:

"...Townsend-Withers was not satisfied by the apathy of his employers and

started to ask questions. It was then that he stepped on some toes. Quickly, he discovered this was not an area to involve yourself in if you wished your career to progress. He did discover that there was a research team at Farnborough who were hand picked to study the evidence, and he heard whispers that they had a working assumption that alien craft might be coming to this planet. But it was made very clear that this was not for public discussion and he was not to dig further into that situation. Certainly, nobody from the unit ever interviewed him or his pilot." (xx.)

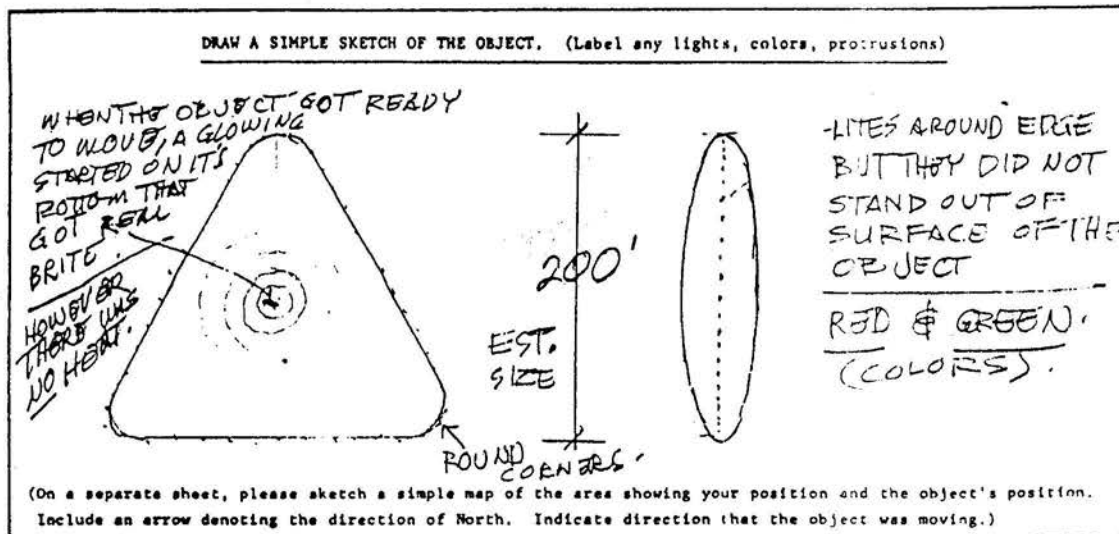
(xx.) Ibid.

Mid-year 1953. Los Angeles, California. (4:00 p.m.)

Huge triangular craft.

The witness, William Haas, a 55-year-old designer that lived in the Chatsworth district of Los Angeles (This area is at the extreme northwest corner of the city limits and was not well populated in the 50s), was outside in the courtyard at 4:00 p.m. when he spotted a gray-colored, equilateral triangular, object hovering over a field next to his apartment complex. The thing was only about 600-700 feet in the air and had colored lights all around its circumference. There was no sound of any kind. Right after being spotted, a light in the middle of the underside of the object began to glow and the thing moved away and upwards at a tremendous speed. (See sketch below) (xx.)

(xx.) MUFON UFO Report Form. William Haas. 10141 Valley Circle. Apt. # 7 Los Angeles (Chatsworth), California. Date of incident: "mid-year 1953." Investigator Ann Druffel. Date report filed: January 1979. Photocopy in author's files. It would have been better if this account was official reported when it supposedly took place. There is a chance it was inspired by later triangular UFO reports.



Sketch of object neatly done by investigator Ann Druffel. It is accurate in regards to the rough drawing made by Haas.

? June 1953. Grounds of the East Burlington Public School, Burlington, Ontario, Canada.
(afternoon)

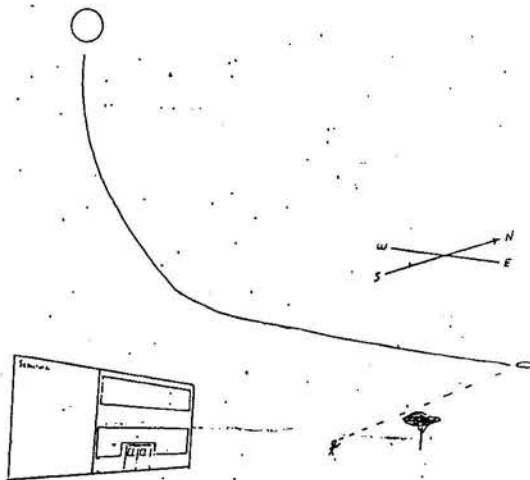
Spying on school kids?

According to our source, the witness was Donald McAlpine who was a young teenager at the time. There was a bright sun and a clear sky during the observation. If we can believe the story, apparently a slightly oval object, thicker in the middle than at the edges, approached Burlington School and was noticed by the students. Donald later wrote:

"From the angle of observation, it hovered over a large elm tree at the rear of the school grounds. It was stationary for a number of minutes, enabling me to draw attention of a number of my class mates to it. It was dull in appearance. It then moved towards us, slowly at first, and then faster as it made a long graceful curve upwards over the school, reflecting light during this maneuver. It accelerated quite rapidly straight up until it disappeared from sight. There was no noise. The object was silver in color, and certainly brighter than the background of the sky. I don't recall wind conditions. When it was closest to us, the perimeter was distinctly defined, and it was about the size of the average wristwatch held at arm's length. We were playing baseball at the time, and I was fielding a fly ball when I noticed the object.

"It certainly moved faster than any aircraft that I had seen, and there were no aircraft in the area either before or afterwards. I was just thirteen years of age at the time, and distances, elevations, etc; were irrelevant, in general." (xx.)

(xx.) NICAP UFO Report Form. Donald McAlpine, 2356 Alma Dale Ave., Burlington, Ontario, Canada. Date form filled out: 24 November 66. NICAP files. CUFOS Archives. Photocopy in author's files.



Drawing by Donald McAlpine.

Early June 1953. Lido Beach, Sarasota, Florida. (between 10:00 p.m. and midnight)

Giant cigar with "windows" plays "tag" with B-36.

Witnesses in this case were Charles Eyley and James Schoeneman. Mr. Eyley wrote:

"Place: Sarasota, Florida, central part of the westcoast of Florida. Out on Lido Key, on the big, beautiful, wide beach.

"The time: June of 1953. Sorry I can't pinpoint the day. I left there on July 4th to go to Chicago, and it was just shortly before this, perhaps 3 weeks. The hour was between 10:00 p.m. and midnight.

"Weather: It was a magnificent night! Warm, clear, not a cloud in the sky, no fog, no mist, nothing but a big bright moon high in the sky, a little to the east. You couldn't possibly imagine a more perfect night.

"The people: Myself and a friend named Jim Schoeneman, whose present whereabouts are unknown to me. I was 33 years old, he a few years younger. We had been attending the Ringling School of Art in Sarasota and I was working 3 nights a week at the Beach and Sun Motel, on Lido Beach. I closed up at 10:00 p.m.

"This particular night Jim came by and I closed up as usual. Then we went out to the beach and walked south a short distance. There wasn't a soul in sight.

"We stopped to watch and listen to some planes off to the east, a little to the north. They were obviously B-36s; I think that is the correct number. They were the gigantic planes with the 6 props pointing backward. Nothing else ever made such a distinctive sound; you couldn't mistake it. They were practicing night landings. The plane would take off, climb to a relatively low altitude, fly south for a few minutes, circle left, or east, then back north, and land. They did this over and over again. Oh, yes, they probably came from McDill Field at Tampa, which is about 50 miles away. That's the closest big airfield I know about in the area.

"We were watching one of the planes (or its lights) heading south, when the UFO made its first appearance. It was just a light; it looked exactly like a bright star, and it came scooting out of north at an incredible speed. It approached the plane as if the plane were standing still, and those planes had a pretty good speed [sic].

"It stopped right behind and below the plane, and followed along with it. If there had been a man in the rear-gunner's position, he would have been staring straight at a real flying saucer. After a few minutes, suddenly the UFO shot straight up in the air, a right angle to its previous path, and disappeared for a few minutes. It came back and sort of played 'tag' with the plane.

"We watched it for close to an hour. It kept up the game of tag with each plane that took off. I don't see why some of the pilots didn't see it, although it did usually to stay behind and below them. The actions of the UFO reminded me somewhat of when I was a kid and would take a little piece of mirror and shine a spot of sunshine on the dark side of the house. I could make it dance all over the house. The appearance was not the same at all. Neither was it like a searchlight playing on a layer of clouds. Not the same at all.

"And the most startling is yet to come. The 'thing' finally tired of playing tag and headed south. We watched it a long time, and Jim expressed his relief at its going. But I told him it was turning west then north and was coming back. I said, look!, its follow-

ing the coastline! And it was.

"Soon it began to take shape, and it was obvious it would go almost overhead if it kept on its course. Jim was terrified, and said something like, God! Look at the size of it! He ran toward a patch of tall grass and sort of bent down, or cringed. I stayed right in the center of the beach so I wouldn't miss a thing.

"Now, I have been around thousands of planes landing and taking off, so I know the strange sensation you get when you are close. At first, they seem very large and frightening close to you. Soon you adjust and become more objective, and realize the plane is not going to take off the top of your head, but is actually several hundred feet above you. So this aspect did not worry me and I tried to be as objective as possible. I kept firing questions at Jim to be sure he was seeing the same things I was seeing, and we agreed completely. Like so:

"What is its shape?	Like a cigar.
"Do you see wings?	No.
"A tail?	No.
"Windows?	Yes, lots of them.
"What color light?	Green, blue-green
"Any people?	No.
"Hear any noise?	No, none at all.
"Feel any vibration?	No.

"This thing was big! Perhaps as big as two rail road freight cars. It was roughly cigar-shaped, or like a slender dirigible. It did not glint or shine in the moonlight, as aluminum would. Yet it did not look black, except when it passed directly overhead between us and the moon. Not exactly overhead, but slightly to the east, almost overhead, and of course we saw the bottom and side not lighted by the moon.

"It was a cylinder, tapered on both ends. A row of windows or portholes ran the length of the body. No light directly in front or rear were visible. Motion was strong, steady, swift, precise, not varying in speed or altitude. Here again, I must compare it with a plane, and say it was traveling 200 to 250 miles per hour (and that is no dirigible!) and was flying at an altitude of 1,000 feet. I'll admit it 'felt' bigger, faster; and lower than that, and certainly was spooky, but I tried to be objective! I ran to the center of the beach and jumped up and down and waved my arms, hoping to attract someone's attention, but no luck.

"Jim came out of the bushes, and we watched it disappear to the north. We were both pretty well shaken up and trembling all over from the excitement. He wanted to leave at once, but I made him stay another hour to see if it would come back, but I was disappointed." (xx.)

(xx.) Letter: To: Mr. Larson (NICAP) From: Charles A. Eyley, Route #2, Box 118. Ranger, Texas. 76470. Date letter written: 20 January 66. NICAP files. CUFOs archives. Photocopy in author's files.

7 June. Gotham, Wisconsin. (night)

Ball of light. (See clipping on page 44)

?, Wisconsin. *The State Journal*.
?11 June 53.

Witness: Mrs. Grace Holiman

12 June. Porterdale, Georgia. (10:00 p.m.)

Ball of fire. (See teletype report)

What Was It? 11 June 1953

Editor, The State Journal—It seems the Air Force, etc., has diagnosed the strange lights flying in the Monroe-Darlington area as Venus. My, how Venus does get around. If Venus flew as low as the ball of light with its trail of sparks like the one seen in this area by my son and I on the night of June 7—well, none of us taxpayers would be here to worry any more.

This was 2 to 3 feet in diameter with a glow cast several feet further. It hung very low—probably 200 feet—motionless and emitting sparks. No noise. On stopping to investigate, the object took off at a terrific speed headed north. This was eight miles west of the Lone Rock airport. Same object was spotted in the east by different parties on June 11 and 12 traveling fast. I ask your opinion—does Venus travel very low and parallel? I am an ex-G.O.C. member of Illinois with many hours of spotting to my credit. It is a time for citizens to look at what is looking at them by joining the Ground Observer Corps which is withering away in certain areas. Radar wouldn't have caught this one!—A Skywatcher Gotham

Grace Holiman

REJ71

WPC092

YDC096

CNR095

JEDKF 030

OPOP JEDWP JEPHQ 222

DE JEDKF 08A

OP 130450Z ZNJ

FM CG 35TH AIR DIV DEF DOBBINS AFB MARIETTA GA

TO DIR OF INT HQ USAF WASH DC

JEDWP/ AIR TECH INT CENTER WRIGHT PATTERSON AFB OHIO

JTP/ CG ADC ENT AFB COLO SPS COLO

INFO NL1/ CG CADF KSC MO

UNCLASSIFIED

/R [REDACTED] COC 570 / FLY OBRPT MR W.W. COOK GOC SUPER AT

COVINGTON GA (83 DEG 50 W -33DEG 35' N) REPORTED A BALL OF FIRE WAS OBSERVED BY NUMEROUS RESIDENTS OF PORTERDALE GA CIRCLING 4 MILES SE OF COVINGTON IN A 2 MILE RADIUS AT AN ALTITUDE OF 1 MILE. PORTERDALE IS

3 MILES SW OF COVINGTON. NO NOISE WAS HEARD OR EXHAUST TRAIL OBSERVED.

NO SPEED STATED. SIGHTING WAS AT APPROX. 2200EST ON 12 JUNE 1953.

MR COOK'S PHONE NO IS COVINGTON 2012.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6200.10

13/0455Z JUN 3YW

ATIC PRELIM. COM

UNCLASSIFIED

SI NNC ES61

METEOR SHOWER IN THE

VICINITY

22 June. More Hynek explanations. (See below)

McMillin Observatory
22 June 1953

1st Lt. Robert Olsson
ATIC - Wright-Patterson AFB

Dear Lt. Olsson;

Here are the comments on the recent batch of material. A few cases are certainly of considerable interest. Over all, in this batch, Venus counts for only one: 28 January, Stuttgart. Fireballs most probably account for 4 cases; balloons for four and aircraft for three.

Coming to the interesting cases: the Korean 20 April should certainly be followed up. This comes very close to being a security-Intelligence matter. I'd certainly like to get more information on this. How about sending a few Form A's to Korea. Actually, this should have been investigated on the spot by Intelligence officers.

Pepperell AFB 2 May: This has some similarities to the old Gorman case. Much fuller report needed and Form A filled out on this.

San Antonio 7 May: This has many similarities to the Lubbock Lights and Form A should certainly be sent if this has not already been done.

Finally, a Form A for the 29 April Syracuse stationary-disc sighting would help.

The Miami 20 May green light sighting might have been jets but with the green light sighting, jets should have been traveling north instead of south in order for observer to see green navigation light. 2 second time interval also seems too fast. I hope that you can eventually send me more information on these: 20 April Korea; 2 May Pepperell; 7 May San Antonio.

I am enclosing my version of a report on our recent trip with which I hope you will concur.

And keep 'em coming. It's easier to handle a few at a time and frequently than a larger batch at longer intervals.

Jennie send her regards.

25 June. Still more Hynek explanations. (See below)

THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President
COLUMBUS 10

EMERSON MCHILLIN OBSERVATORY

25 June 1953

1st Lt. Robert Olsson
ATIC — Wright-Patterson AFB

Dear Lt. Olsson;

Of the last batch of 4 items sent on June 15, the only one about which there is any question is the 12 June Covington, Georgia. It is essential to know here the duration of sighting. A lot depends on this. Can you get this for us?

Regarding the Detroit 11 June case is there anything in this that a good landing light would not explain? Likewise Goose AFB 11 June it would appear that since second radar did not pick up the signal, the most probable explanation is faulty radar. I assume that the GCI had radar available.

And we still have Venus with us. The 9 June Oregon case is clearly and unequivocally Venus.

Jennie has called to my attention the fact that I asked some follow-up questions which by now you may have obtained the answers.

Anything new on:

5 March Shaw AFB
3 March Luke AFB — Film?
17 Feb. Port Austin
25 March San Antonio
12 April Stead AFB

I am anxiously awaiting Jennie's clearance so we can get organized in a more business-like manner. I know you can't do anything about this but just mentioning it anyway. I hope it comes through before your successor is appointed.

Cordially,
Allen Hynek

? July, 1953. Near Guam, Pacific Ocean. (daytime)

15 meters long by 4 meters in diameter.

A UFO case in a book by Mervyn Dykes:

"In July, 1953, an RNZAF Sunderland flying boat had an encounter with an object that the crew knew was neither St. Elmo's fire nor a known aircraft. An officer who asked for his name to be kept confidential—I'm still covered by the Official Secrets Act, you know—explained the incident this way.

" 'We were flying at about 12,000 feet near Guam when this object formed on us about 100 yards away. It didn't look like a flying saucer. It was more like a jet fighter except that it had no wings, no openings and no markings.

" 'I saw it for about 10 to 12 seconds until it put its nose up and moved off about 4,000 mph. It was out of sight in a few seconds.' He said the object was about 15 meters long and about four meters in diameter. When it first appeared he thought it might be an American fighter 'coming up to have a look at us,' which often happened when they flew near U.S. bases. However, his second look, which revealed that the craft had no wings, caused a rapid double-think.

" 'There was no sign of windows or markings; no flashing lights; no nothing,' he said. 'It was gun-metal coloured but not polished. The sun rose shortly after the object went into its climb and vanished.'" (xx.)

(xx.) Dykes, Mervyn. *Strangers in our Skies*. Wellington, New Zealand: INL Print Ltd., 1981. p.169. This report and others may, or may not, have merit but it should be noted for some reason there were a lot of sightings made in the Pacific Ocean region during this period.

? July ?August, 1953. Round Top Lookout Tower—Sect. 18, T32S, R2W—(from U.S.G.S. "Trail" contour map), Oregon. (afternoon)

Tumbling "tube" stops to take look at a Lookout tower.

In a letter it states:

"This afternoon Loyd and his wife and daughter were in the lookout tower where he was stationed as 'Forest Service Lookout.' Mrs. Oliver was looking out over the sky and ground area and noticed a strange bronze-colored object resembling a section of common stove pipe—closed at the ends—, come hurtling silently end over end from the direction of the north and at a good speed. When the object arrived in front of the observers, it suddenly stopped and the three people then had a firm conviction that they were being observed.

"Loyd turned around to get his binoculars and at that moment the UFO resumed its course to the south at its previous speed and same horizontal line of travel [same altitude].

"Loyd then called the Forest Service Headquarters in Medford, Oregon, reported the sighting to them, and they in turn gave the report to the *Mail Tribune* newspaper

which printed the story in the following day's paper.

"Notes [by investigator]:

"Loyd said it was difficult to say how far away the object was from the lookout tower. Its proportions were that of a stovepipe—about 8 inches in diameter and 3 feet in length, but he stated that although in that proportion, the object could have been considerably larger.

"It was a clear day.

"The *Mail Tribune* has all of its past issues on microfilm, making it very difficult to ascertain the exact date of the sighting.

"When the object stopped, seemingly for observation purposes, it was broadsides to the observers, and in an horizontal position and motionless.

"Loyd is an experienced Forest Service Lookout man, reserved, conservative, and shuns publicity of any kind." (xx.)

(xx.) Letter: To: CUFO? From: (investigator not named) #5 Report on UFO: Mr. & Mrs. Loyd Oliver. Address: Tiller Trail Highway #42, Trail Oregon. Date report filed: (none given). Photocopy in author's files.

2 July. Sydney, Australia. (mid-afternoon)

A Navy balloon?

Here's one from *The Australian Flying Saucer Magazine*:

"In the mid-afternoon, an aerial object was sighted near the North side of Sydney Harbour. Apparently circular and bright silver, it approached from the sea, hovered about 10 minutes, shot very high until it appeared no larger than a pinhead, hovered another 5 minutes, and then disappeared to the north. Eyewitnesses disagreed as to what the object was, some suggesting that since it came in from the sea, it might have been a Navy balloon. Another rejected this on the grounds that, to him, it seemed 'much too large and fast' for a balloon.

"No comment was available from the Navy Dept., Air Dept., Sydney Weather Bureau, or C.S.I.R.O., the bodies most concerned with local balloon activity." (xx.)

(xx.) *The Australian Flying Saucer Magazine*. Official publication of the Australian Flying Saucer Bureau. Headquarters: 3 Ferguson Avenue, Fairfield, N.S.W. Australia. November 1953. p.11.

8 July. "Business is a little slow."

Another letter to Olsson from Hynek. (See page 49)

8 July 1953

Lt. Robert Olsson
ATIC - Wright-Patterson AFB

Dear Lt. Olsson,

Now that Jennie has her preliminary clearance, she can help me handle the reports and can type the letters to you and to your successor. ~~She~~ will improve the quality of the typing (!) I am sure. I cannot guarantee spelling. (Neither can I.)

With respect to the two wires you sent us on June 23, there is only one thing to say: The 21 June Pepperrell AFB case must be tossed out because of grossly insufficient data. Do you think there is a glimmer of anything interesting there which would justify sending a Form A? It seems to me that reports of this kind just clutter up the wires without accomplishing anything.

The San Antonio 16 June is clearly a meteorological phenomenon and one that would warm the heart of Menzel. This was undoubtedly as suggested, namely the light of the setting sun on a high cloud.

Referring to the follow-up statement on the 10 June Detroit case, both Jennie and I still think this was a landing light and agree it could not have been a meteor.

Business is a little slow. Jen is going ahead with requesting cooperation from the air control tower operators. Her usefulness has increased in view of her temporary clearance and I hope that her full clearance will not be too long in coming.

I hope we can see you soon and wish you a bon voyage into Law School.

Sincerely,

Allen Hynek

jah/jg

French Brass Orders Hush-Hush Probe As NATO General Spots Zooming 'Turret'

8 July. Military airfield near Paris, France. (daytime?)

Additional details about General "X" and his "flying turret."

Story filed by correspondent Paul Ghali:

"Paris—French military brass have ordered a hush-hush probe into a new aerial mystery, a kind of 'flying turret' officially reported by a topflight air general.

"This officer, whose name cannot be revealed, is an armed forces staff member and represents France in the North Atlantic Treaty Organization.

"An experienced pilot, General X testifies that while on a routine flight in an army plane he saw a turret-shaped object streak by at 'tremendous speed.'

"It occurred, he says, over a military airfield near Paris.

" 'I was 6,000 feet up, going 250 miles an hour,' he reports, 'when suddenly an object about the shape and dimensions of a small ship's turret, flashed toward me.

" 'Grey-black in color, it passed only a few yards from my plane's wings.

" 'It moved at tremendous speed but I was able to turn around enough to keep it in view.

" 'Amazed,' he continues, 'I followed the course of the dark mass until it disappeared.'

"To make sure it wasn't something dropped by another plane, General X scanned the skies. He saw no other craft.

"General X insists he observed the turret-like mass distinctly in motion. It could not have been an optical illusion, nor a cloud. It had too much substance and form for either.

"Whether the 'flying turret' created any sound as it slithered across the heavens, General X cannot say. He admits the noise of his plane made it impossible for him to distinguish sounds.

"Stories of flying saucers have long ceased to surprise military authorities here.

"But the adventure of General X is deemed significant enough to warrant thorough study.

"Amid the shroud of secrecy General X is extremely reluctant to talk. He doesn't take his experience lightly—and neither do those responsible for France's national defence." (xx.)

(xx.) New York, N.Y. *Long Island Daily Press*—Chicago News Wire. 8 July 53.
Paul Ghali, Special Press Correspondent.

9 July. Binghamton, Endicott, Apalachin, and Afton, New York. (between 8:00 & 10:00 a.m.)

Saucers (jet fighters?) follow B-36?

According to a local newspaper:

"More than a dozen residents of the Triple Cities area were startled by what they termed flying saucers yesterday morning.

"The white and silver disc-like objects seemed to have well dispersed, according to the witness' reports which came from Binghamton, Endicott, Apalachin and Afton. All the saucers were sighted between 8 and 10 a.m. yesterday, and all appeared to be following a large aircraft, the viewers said.

"In Binghamton, the saucers were reported by a Beethoven Street woman who called upon her next door neighbor to verify the sight. Furthermore, she called the weather bureau to definitely dispell any idea that the 'saucers' were only observation balloons. The bureau told her that the last balloon had been sent up at 4:00 a.m. that morning, but that did not exclude the possibility that wind velocity [?] balloon from [clipping unclear] other areas may have drifted into the area.

"The large B-36-type craft which this woman said accompanied the saucers was not sighted by weather officials.

"Endicott residents who claim they saw disc-like white objects in the air were Richard and Bruce Oakley of 1017 Day Hollow Road, West Corners. Anthony Ojotojo, 6 S. Nanticoke Ave.; Mr. and Mrs. Bert Chapman of Mountain View. Mrs. Arthur Jones of Endicott and her two sons [name not clear] and Delbert viewed 'two strange, white objects flying in the direction of Elmira.'

"Further north in Afton, Darwin H. Craig, attorney; Allen Herkimer, proprietor of a grocery store; and Francis Karscher, mortician, all said they noticed discs in the sky. Since the objects were rather high in the sky, according to the men, they could not tell their exact color but estimated the plane which was near the objects to be silver from the sun's reflections." (xx.)

(xx.) Binghamton, New York. *The Binghamton Sun*. 10 July 53. p.3.

9 July. Ramallah, Jordan. (6:30 p.m.)

Saucer over Jordan? (See clipping)

19 July. Cigars rival saucers. (See clipping) (xx.)

(xx.) Sydney, Australia. *Sunday Telegraph*. 19 July 53.

Cairo, Egypt
Egyptian Gazette
11 July 53.

**FLYING SAUCER
OVER JORDAN**
Amman, July 10.
According to the daily "Al-Difa'a" a flying saucer was seen flying over Ramallah at 6.30 yesterday afternoon.
The saucer was a silver colour and was flying horizontally towards the north. Many people gathered to watch it, the paper says. — A.N.A.



CIGARS RIVAL SAUCERS IN AUSTRALIAN SKIES

MELBOURNE, Sat.—One-fifth of unexplained objects seen in Australian skies were cigar-shaped, Mr. D. K. Thomson said today.

Mr. Thomson is chairman of the Australian Flying Saucer Investigation Committee.

He was commenting on a report that four Taras residents had seen a cigar-shaped object last Monday night.

The object, which was visible for about a minute, emitted green smoke as it sped across the sky, the residents reported.

Mr. Thomson said his committee would examine reports of the Taras sightings at its next meeting on August 7.

The committee also hoped to receive detailed reports of a sighting at Tumut last week.

"Many Australians who see strange objects in the sky never bother to let us know," Mr. Thomson added.

"They probably think they would be making fools of themselves."

"Not one sighting in 20" gives the committee details of what they saw. "This is preventing the collation of solid data on Australia's sky mysteries."

21 July. Seattle, Washington.
(7:45 p.m.)

Cigar UFO. (See letter) (xx.)

(xx.) CUFOS archives.

26 July. Binghamton, New York.
(shortly after dusk)

Duck hunter sees disc?
(See clipping)

1953, July 21

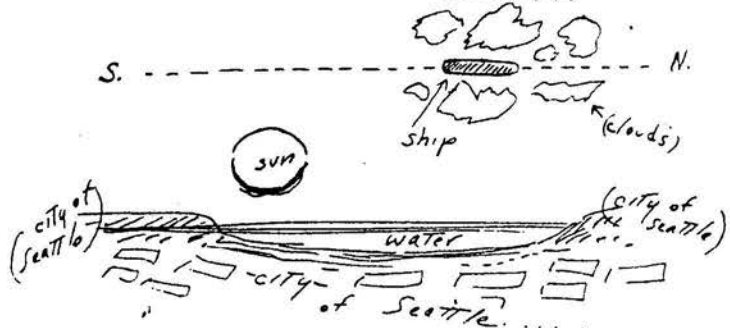


22 July 1953.....

Dear Sir:

At 7:45 PM of July 21---sighted
a dark cigar-shaped object flying across
the setting sun. No wings or tail. No
sound heard. Object traveling from North
to South. Saw object in sky for about
60 seconds. Object fast.

Sincerely,



Carolyn Book
4542 19th NE.
Seattle, Wash.

Fourteen--MONDAY, JULY 27, 1953
THE BINGHAMTON SUN

CITY DESK

(By An Anonymous Sun Staffer)

Adding to the flying phenoms, Jacques Croissant, 132 So. Washington St., reported that he saw a dark circular object, speeding from the southwest toward the northeast shortly after dusk last night. Mr. Croissant, a duck hunter, first had the impression of a duck flying toward his blind, and then noticed it had four red lights located evenly around the circular surface. He said he couldn't judge its speed as compared to that of a jet, but it was going 'pleeey fast.'

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