

THE FIFTH HORSEMAN OF THE APOCALYPSE

UFOS: A HISTORY

1957 March 23rd – May 25th

SUPPLEMENTAL NOTES

By

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“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.

23 March. Was the Waller Road Fireball an airplane? (See the monograph *UFOs: A History 1957 March 23rd - May 25th*, page 10) (See clippings below)

A.F. Reported Checking Waller Road Fireball

By ERNA BENCE

When Jim Geise saw that weird sky object come downing the family pasture a week ago Saturday night, he launched one of the busiest weeks of his life.

And, says the Air Force, the whole thing is nothing to laugh about.

The Tacoma News Tribune's story of the incident had scarcely gone out on the Associated Press wire last Monday, when Jim's mother called, when the Geise telephone rang. It was the Aerial Phenomenon Research Group of the Air Force calling from its 5108 Findlay St. headquarters on Seattle's north side. Newspaper, radio and television people kept the wires hot.

Equipment Brought

As fast as they could come, the Air Force research men—three of them, grim and unsmiling—drove to the Rudolph Geise farm on Waller Road. They brought type-writers and suitcases of scientific equipment and forms, forms for Jim to fill out.

"They asked him every question one could imagine," says the mother of the 15-year-old Puget

Sound High School youth. "A typical one I remember was: 'If you were going to build an object to duplicate the one you saw, what material would you use—wood, metal, plastic, or something else?'"

Although the incident was the first reported in the Northwest of this type, it was the Air Force researchers' first. Geise's several such sightings had been reported in the Midwest and other areas. The descriptions coincide closely.

Florida Incident Described

"Perhaps it is just as well you ran," they told Jim, and went on to describe an incident in Florida. A woman was walking along a road, it seems, when transfixed with fear by one of the glowing objects hurtling toward her, she fell. With the occupant, if such there be, apparently unaware of her presence, the craft knocked her to the ground. There were witnesses. When the woman was reached, she was found dead and with severe burns on her body.

About it, Geise, at night, the researchers took their scientific equipment and set with powerful lights to the pasture where the object came down. They tried to approximate the conditions of the weird appearance to re-construct the scene. They asked him to draw the object as he recalled it. He was shown many photos which have been taken of flying saucers, asked to identify the one most like he saw.

Officials Firm

The official researchers were firm on one point: Whatever the objects may be, they are not craft launched by the U. S. Air Force. And they expressed doubt that any nation in the world is sufficiently far advanced over the United States to have built aircraft which land, take off, and travel swiftly in complete silence. One of the men said there is virtual proof that three planets are inhabited.

Many calls were made to var-

ious parts of the city to learn whether television reception was disturbed about the time of the appearance. Several, not knowing the purpose of the questioning, answered yes.

"Our family usually watches the Saturday night hockey game," says Mrs. Geise, "but there was so much static we turned it off." The Air Force representatives said much static always accompanies the mystery crafts' reported appearances.

Many Confirm

Many have confirmed Jim's "vision." Mrs. Harry Lammadee, No. 45th and J Sts., called to say they were watching television in their darkened living room when they saw the strange glowing object in the southeastern sky. She, her husband and her parents went out to the porch to try to hear it, but there was no sound. She said it seemed to go down in the vicinity where the Geises live.

Driver Tom Dimmitt of the Waller Road bus said three of his passengers in the Summit area had sighted it, all had commented on its silence.

E. C. Elings, Tacoma man who has worked with the author Adamski on two documentary books on unidentified aerial phenomena, came to interview Jim, brought him a package of material and pictures about previous incidents. He called Adamski in Los Angeles and announces that the author will include a detailed story of Jim's experience in his forthcoming book.

Envelope Arrives

On Saturday a bulky envelope arrived from the Aerial Phenomenon Research Group, containing fascinating material which Jim has taken to high school and his older brother, Don, will take to his engineering classes at the College of Puget Sound. These serious Air Force documents seem to remove any doubt of the government's concern over the mystery, says Mrs. Geise. Seattle research group issues a monthly publication on the latest news. The next issue will contain Jim's story.

Wednesday the youth was a member of a youth and the news panel on Puget Sound Radio Station KAYE, when the school speakers discussed unidentified objects.

Experience Related

He has told his experience to all the general science classes at Puyallup High during the past week and has been besieged by curious, interested people.

As Mrs. Verne Forde, one of the associates of the Geises in Waller Road, remarks: "If it were anybody but Jim, I wouldn't believe it. But I've known him from a little boy. He's no flighty dreamer. If he says he saw it, he did!"

Apparition Believed Plane

Saturday night's flying apparition might have been an airplane, Deputy Sheriff Ward S. Archer opined today.

Archer said he had been startled about 9:17 p.m. Saturday while patrolling at East 72nd Street and Lidford Road.

"Suddenly I saw two huge balls of fire as big as washtubs coming at me through the trees," Archer said.

"I pulled the patrol car to the side of the road and cut the motor as it passed, and I was able to distinguish it simply as a lights lit."

Archer said planes seldom use the headlights except to land, but the night was misty and rainy, and he thought the pilot might have turned them on to help visibility.

The plane, he said, was traveling in a northwest direction, which would have carried it to Waller Road at approximately East 56th Street—the spot where 15-year-old Jim Geise said he saw the flying fireball.

The incident was so unusual, Archer made a record of it in his log book.

"The plane was flying awfully low," he said, "and the lights were very bright, but there was no doubt about it, it was an airplane."

Tacoma News Tribune
Name of publication

" Wash.
Published at, City & State

3-27-57
Date of publication

Tacoma News Tribune
Name of publication

Tacoma, Wash.
Published at, City & State

4-7-57
Date of publication



WE SAW IT—BUT WHAT?—Frightened into flight when glowing mystery craft paid touchdown visit to nearby pasture as he milked cow Saturday night, Jim Geise, above, now chides himself for not braving closer look. Jim's pal, Lady, an English collie, sounded frightened alarm as ball-shaped ship, "big enough for two, perhaps," sped in over treetops, barely missed high tension wires, lit a moment 50 feet from barn, then silently disappeared into north. Jim's family, the Rudolph C. Geises, 5515 Waller Road, are prominent Grange and 4-H Club members. Jim attends Puyallup High School. Incident adds credence to report of John Shemorry, 4009 No. 19th St., that he saw sky object same dark evening. Also makes doubtful the suggestion that "it" could have been an expected comet.—News Tribune photo by Warren Anderson.

Tacoma News Tribune
Name of publication

" *Wash.*
Published at, City & State

3-26-57
Date of publication

26 March. Church Lawford, England.

Stationary—then accelerated to over 1,400 mph.

Authors Dr. David Clarke and Andy Roberts tells us there had been an interesting radar contact by a station at Church Lawford in North Yorkshire. It seems that on the afternoon of March 26th a target was detected at a high altitude, which remained stationary for a time and then shot off at a speed estimated to be in excess of 1,400 mph. A.G. Peacock of Britain's DDI (Tech) commented, "No explanation has been found for this, as, in view of the speed and height, it could not have been any conventional aircraft. The radar may have been at fault but this is unlikely as it performed a normal plot on a V type aircraft while it was watching the UFO." (xx.)

(xx.) Clarke, Dr. David and Andy Roberts. *Out of the Shadows*. Judy Piatkus Limited, London, England, 2002. p.155.

According to the 4602nd Air Intelligence Squadron, no unknowns were reported during the month of March. (See pages 4-6)

7 April. Dublin, Georgia. (afternoon)

Hovered for hours—then took off.

According to news story:

"...yesterday afternoon a perfectly round silver object hung high in the sky over the Laurens County courthouse for several hours. According to fireman Bill Holton about sunset the shining disk took off across the sky and in a second was of the sight.

"Numerous Dublinites observed the object." (xx.)

(xx.) Dublin, Georgia. *Courier-Herald*. 8 April 57.

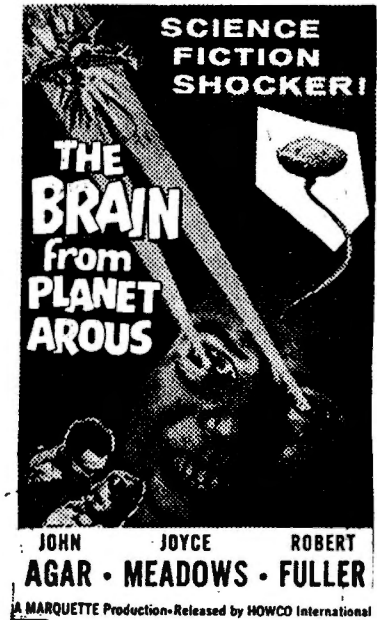
11 April. British Joint Intelligence Committee (JIC) meeting.

"Everything been explained."

Air Vice Marshall Bill MacDonald told representatives of the service Intelligence branches at a JIC meeting on April 11th there was nothing to be concerned about: "There have been reports of a number of unexplained aerial phenomena. All of these phenomena have...been satisfactorily explained through mistakes in radar interpretation, maladjustment of sets, as balloons, or even as aircraft." (xx.)

(xx.) Clarke, Dr. David and Andy Roberts. *Out of the Shadows*. Judy Piatkus Limited: London, England, 2002. p.156.

The Brain from
Planet Arous
(1957)



HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON (ADC)
United States Air Force
Ent Air Force Base, Colorado

AISOP

5 April 1957

MONTHLY UFOB SUMMARY

PART I--Month of March, 1957

1. During the month of March, 1957, this headquarters received a total of thirty-one (31) reports of unidentified flying object sightings within the continental limits of the United States. Three (3) reports were received by AF Form 112, one (1) report was received by letter, two (2) reports were received by telephone, and the remainder were received by teletype message.

2. The following breakdown is presented for the month of March, 1957:

<u>CONCLUSION</u>	<u>NUMBER</u>	<u>PERCENT OF EVALUATED REPORTS</u>
Was Balloon	5	
Probably Balloon	5	
Possibly Balloon	0	
Total Balloon	10	35.7%
Was Aircraft	1	
Probably Aircraft	7	
Possibly Aircraft	1	
Total Aircraft	9	32.1%
Was Astronomical	0	
Probably Astronomical	5	
Possibly Astronomical	0	
Total Astronomical	5	17.9
Other (birds, lights, etc.)	3	10.7%
Insufficient Data	1	3.6%
Unknown	0	0.0%
Being Investigated	3	
	31	100.0%

3. Investigative efforts of the 4602d AISs for the month of March, 1957, as follows:

AI SOP, Hq, 4602d AISS, 5 Apr 57, Subj: Monthly UFOB Summary, Month of March, 1957

a During the month of March, 1957, this headquarters authorized two (2) follow-up investigations as indicated below:

INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
1. Detachment 3	Pan American Sighting	Was Astronomical
2. Flight 1-C	Oxnard, California	Not Concluded

b. In addition, eight (8) limited investigations were conducted as indicated below:

INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
1. Hq, 4602d AISS	Herington, Kansas	Insufficient Data
2. Hq, 4602d AISS	Glynco NAS, Ga.	Possibly Aircraft
3. Hq, 4602d AISS	Brunswick, Georgia	Probably Astronomical
4. Hq, 4602d AISS	Rapid City, So. Dak.	Not Concluded
5. Hq, 4602d AISS	Mockville, Mo. Car.	Probably Aircraft
6. Hq, 4602d AISS	Jacksonville, Florida	Not Concluded
7. Detachment 1	Oakland, California	Was Balloon
8. Flight 1-A	Renton, Washington	Was Balloon

c. Investigations not concluded in the February, 1957, UFOB Summary have been concluded with results as indicated below:

INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
*1. Detachment 2	Lincoln, Nebraska	Probably Aircraft & Possibly Balloon
2. Hq, 4602d AISS	Floyd Bennett NAB, N.Y.	Probably Balloon
3. Hq, 4602d AISS	Marrero, Louisiana	Was Aircraft
4. Hq, 4602d AISS	Tierra Amarilla AFB, N.M.	Possibly Balloon
5. Hq, 4602d AISS	Nassau, New York	Probably Aircraft

*This sighting was received as one report. Investigation determined the report to be composed of two (2) separate sightings.

PART II--Accumulative Record

1. The following statistical comparison of the cumulative 1957 evaluations as compared to final 1956 evaluations:

	Cumulative 1957	Final 1956
Balloon	23.7%	19.4%
Aircraft	31.5%	27.7%
Astronomical	19.9%	39.1%
Other (birds, lights, etc.)	11.8%	7.9%
Insufficient Data	2.6%	5.5%
Unknown	0.0%	0.4%
Being Investigated	5.3%	

AICNP, 4602d AIBS, 5 Apr 57, Subj: Monthly UFOB Summary,
Month of March, 1957

2. A comparison of UFOB reports as received by months is
as follows:

	<u>1957</u>	<u>1956</u>
January	25	23
February	20	26
March	31	40
April		21
May		33
June		31
July		52
August		103
September		65
October		41
November		49
December		25
Total Number of reports	76	509

PART III--Current Situation

1. Nothing to report.

15 April. Plymouth, Massachusetts. (9:15 p.m.)

A news story tells us:

“Sandra, 13, and Marsha Wood, 12, and Donna Richman, 14, all of State Road, Manomet, reported they sighted a red and green object ‘surrounded by little white lights’ in the Plymouth area at 9:15 the same night. The girls reported it to be about the same size [“one-eighth the size of the moon”] as the object reportedly seen by the Kingston women.” (xx.)

(xx.) Quincy, Massachusetts. *Quincy Patriot Ledger*. 15 April 57.

Third week in April? Wardle, England.

Discontinue reporting.

A lively debate in the House of Commons about a UFO report from the city of Wardle reached a point where there was some indication the Air Ministry may have planted evidence to discredit any mysterious explanation for the incident. Speculation in the press about the issue abruptly stopped without explaining why. Journalist Alan Fitzsimmons, who was covering the Wardle story, makes this claim:

“...the very top man from the Ministry of Defence called at our office personally, took us into a private back room, and read the Official Secrets Act to us with the warning to discontinue reporting further on that strange occurrence.” (xx.)

(xx.) Clark, Dr. David and Andy Roberts. *Out of the Shadows*. July Piatkus Limited: London, England, 2002. p.189.

25 April. Bistineau, Louisiana. (about 2:30 a.m.)

Bigger than a house blood-red object lands.

The Shreveport press informed its readers:

“An Oakdale man yesterday reported seeing a blood-red object shaped like a giant half-moon land near Lake Bistineau last Spring. Barksdale Air Force Base security intelligence officers investigated the report at the time, but found nothing. The report was public yesterday.

“Harry Robertson, manager of an Oakdale department store, told *The Times* yesterday he sighted the unidentified object while on a fishing trip to Bistineau on April 25th.

“‘It looked to be about 200 feet long, bigger than a house,’ said Robertson, ‘and it was blood-red. I saw it land on the ground in a wooded area, and sit there two or three minutes.’

"Robertson said the object came from the south, passed over the road near Ringgold, and slowly settled to earth in a 'perfect landing.' He said it remained brightly lighted, and that he saw no windows and no activity around the object.

"Robertson, who was living in Ruston at the time, went to a nearby resident's home and asked him to accompany him back to the place where he had sighted the object. The man refused, he said.

"He then went into Ringgold and reported the object to a nightwatchman who said he also had heard a noise and, when he ran outside, saw a blinking object pass over in the sky.

"Barksdale officials, contacted by Robertson, conducted a search of the area shortly afterward and interviewed Robertson. No trace of anything was found, they said yesterday.

"Base officials said the only theory advanced concerning the object is that it could possibly have been a weather balloon filled with an inflammable gas which had been struck by lightning.

"Nothing to substantiate this theory was found, they said. The base sent out a helicopter to aid in the search.

" 'What I saw that night was the same thing the people in Texas saw recently [This news story is dated 14 November 1957],' said Robertson yesterday. 'After I had told Barksdale, my wife and I decided not to say anything about it because people would think I was crazy.

" 'But after these other sightings....'

"Robertson said he was driving to Bistineau about 2:30 a.m. to go fishing, but was delayed by a 'terrible rainstorm.' When he decided to return from the lake to Ringgold, he had reached a point a few miles from the town when he saw the object coming across the road.

" 'It would have passed over my car if I hadn't stopped,' he related. 'It came on and crossed over the top of a little church there and then settled in the woods about a quarter of a mile from the road.'

"Robertson said he stopped his car and that the object was about four or five hundred yards away from him at the time. He said it was 'clearly visible,' and looked like a 'big slice of watermelon.'

" 'I put my car in the same location I had seen it before,' he said.

" 'But when I returned it was gone.'

"He said he was 'so upset' by seeing the object that he called off his fishing trip. He never went back to the spot after that night, he said.

"Robertson made no mention of the incident until he was certain Barksdale had no objection for the information becoming public." (xx.)

(xx.) Shreveport, Louisiana. *The Times*. 14 November 57.

28 April. Fishing boat *ROSA*. (See the monograph *UFOs: A History 1957 March 23rd - May 25th*, pp.54-55)

New Zealand UFOlogist Harold Fulton investigates and sends the results to NICAP Director Donald Keyhoe:

"Following are the positive details re the ownership of the fishing boat 'ROSA' and confirmations of dates and details complimentary to sighting of a 'UFO' in daylight by Ronald L. Matheson of Mt. Maunganui, Bay of Plenty, New Zealand.

"Thorough checking has revealed the following:

"The boat is owned by Mr. Bert Fleet of 5 Buller Street, Ponsonby W.I. Auckland and was delivered to him at Auckland on Sunday 28th April. I have spoken to Mr. Fleet via phone very recently and Mr. Fleet clearly recalls Mr. Matheson telling him of his 'UFO' observation and that he discussed the incident with him to some length. Mr. Fleet speaks very highly of Mr. Matheson, whom he has known for the last five years. Mr. Fleet is an Engineer on the staff of the Auckland Electric Power Board. Confirmation of the date was made by reference to toll account made Sat 27th April – recall to Mr. Matheson at Whitianga whilst in passage. Please note the correction to the date of the sighting. Both Mr. Rix & Mr. Matheson had been uncertain of this fixture. The date is further confirmed by the following. The R.N.Z.N. Devonport Base, Auckland, was unable to find reference in their logs for Naval boat movement in Cape Colville area for Sunday, May 25th.

"They were, however, able to identify H.M.N.Z.S. 'MAKO' (M.L.) as being in this area on Sunday, 28th April. Only this evening I spoke via phone to the Captain of 'MAKO.'

"Lt. Cdr. Cole J., Commander of the 'MAKO,' clearly recalls sighting the 'ROSA' at Whitianga on Saturday 27th April and also pulling in close to check for an 'all is well' with the 'ROSA' (because of the rough seas and the small vessel) as they passed the 'ROSA' just after dusk on Sunday 28th April whilst approaching Auckland this side of Channel Island.

"Lt. Cdr. Cole assures me that no member of crew reported sighting anything unusual; he himself is very interested in the 'UFO' mystery and had often mentioned to his officers and men, 'We have been out to sea on many occasions but we have not yet sighted any of these 'flying saucers.' Lt. Cole has now invited me to visit his vessel for a discussion on 'UFOs.' He pointed out that at the time Mr. Matheson was making his observation, his vessel (MAKO) would be some distance behind, still on a near Northerly heading. The corromandel coastline headland would screen or greatly restrict their view to the west. Mr. Matheson's vessel, the 'ROSA,' was at this time quickly swinging around to a westerly heading into Hauraki Gulf with an unobstructed view in that direction—once passed Channel Island. The Whenuapai weather report for 1600 hours Sunday 28th was 3/8 Cloud Cu Nimb. 3,000 ft, Visibility 25 miles, Wind 250 degrees WSW 8 knots. Sun set 5:32 p.m.

"Lt. Cdr. Cole reasons his boat reached Auckland a little after 7:00 p.m. on the date." (xx.)

(xx.) Letter: To: Major Donald E. Keyhoe, Director "NICAP." 1536 Connecticut Ave., N.W. Washington 6, D.C. From: H.H. Fulton, P.O. Box 73, Onehunga, SE3 Auckland, New Zealand. Date: 31 August 57. Photocopy in author's Files.

May. West Freugh, England.

“Control Tactics?” Jenny Randles wonders about official responses to UFO cases.

In the Jenny’s book, *UFO! Danger in the Air*, she says:

“On April 4, 1957, several radar systems across northern Britain recorded the passage of an unknown object. It flew close to West Freugh in Dumfries and Galloway—one of the main RAF bases in southwest Scotland where today Stealth Aircraft have been known to be located.

“That the MoD took this case so seriously—more seriously than any other in this chapter, I am told—has always puzzled me because this was a radar-only encounter. To my knowledge, no visual sighting occurred. Or, at least, if it did then this has never been made public. Given the intercepts launched in Suffolk and over the Solent just months before, I am tempted to wonder if no such follow-up would have taken place during this experience. Is there a missing component to this 1957 case?

“The reason why news of the radar tracking of the object reached the press is that some of the officers manning the radar stations were civilians. Indeed, such was the concern at West Freugh that a civil defense alert for a possible enemy attack was set in motion. This was hard to keep quiet.

“However, the media got little out of the military. Indeed, the West Freugh base commander, Wing Commander Walter Whitworth, freely admitted to reporters, ‘I have been ordered by the Air Ministry to say nothing about the object.’ This was swiftly followed with the official ministry ‘suggestion’ that the object was a weather balloon, which was gratefully endorsed as the answer in future statements. That rapidly killed the story and stopped the press from digging too deeply.

“The disturbing truth is revealed by the records at the time. The radar at Balscalloch reported that the object was higher than 70,000 feet, and this was greater than the capabilities of any British aircraft. So there was great concern and the Air Ministry ordered that this news be covered up. That it was not a balloon was suggested by the evidence from the written statements of the radar crews. ‘It made a very sharp turn to the southeast, at the same time increasing speed,’ one said. A balloon cannot make sharp turns. It has to drift with the wind, which was not blowing southeast that day. Nor can it move at 240 mph, which was the speed at which the object was tracked leaving British airspace.

“As the MoD report concluded, days after telling the public not to worry as the UFO was probably just a balloon, ‘There were not known to be any aircraft in the vicinity nor were there any meteorological balloons. Even if balloons had been in the area, these would not account for the sudden change of direction and the movement at high speed against the prevailing wind.

“True. So why mislead people into thinking that this was the answer without sharing such damning evidence with them at the same time? That the MoD clearly did cover things up is proven by a then secret memo from the intelligence staff at the Ministry dated May 1957. It discusses the fact that the press had discovered the West Freugh case but not the two events that you have just read about. Those cases from only 8 months earlier had been successfully obscured.

“The report says, ‘It is unfortunate that the Wigtownshire radar incident fell in-

to the hands of the press. The two other radar incidents have not been made public and reached us by means of official secret channels. We suggest that the Secretary of State does not specifically refer to these incidents as radar sightings.' It then proposes the careful wording of any public statements so that the government does not actually lie about these hidden cases while ensuring that nobody finds out that they have happened! Such paranoia must give good cause to believe that these cases were important." (xx.)

(xx.) Randles, Jenny. *UFO! Danger in the Air*. Sterling Publishing Co., Inc.: New York, N.Y., 1998. pp.57-58.

Russian threat?

Britain Alarmed by Radar Mystery

LONDON, April 6.—¹⁹⁵⁷—Britain's air defense warning stations were reported on extra alert today following the appearance on radar screens of an unidentified object off the west coast of Scotland.

The alert came as Russia was bombarding Europe with new warnings about guided missiles and atomic weapons.

Air ministry officials declined to indicate what sort of "object" puzzled spotters at a lonely Scottish radar post two days ago, but they sent out an advisory to all stations.

HEADLINE RED TEST

"Quite definitely this was no freak," Wing Cdr. W. P. Whitworth, of the Scottish station, said. "It was an object of some substance and no mistake could have been made."

Whitworth said the air ministry had taken the sighting "extremely seriously."

London's morning papers headlined Russia's new nuclear test announced by the West yesterday, as well as Soviet reports of rocket development.

'NEW WAR OF NERVES'

The Daily Herald declared: "Moscow has ordered a new war of nerves against the whole of free Europe, backed by a terror weapon Russia has developed in advance of any Western power."

The Daily Sketch previewed what may be a new rash of "flying saucer" reports by publishing an "untouched photograph" of

another "unidentified object" under investigation by the air ministry.

The object appeared to be identical to popular portrayals of the "flying saucer"—a hazy impression of an inverted saucer with what could be "portholes."

Prime Minister Harold Macmillan said last night Britain will base its defense on "the deterrent power of nuclear armament" until Russia agrees to "comprehensive" disarmament.

"I recognize, of course, the terrible character of these weapons and the deep longing of all the civilized world to escape from their menace," he told the Cutlers' Society.

(For more details on the West Freugh case see the monograph: *UFOs: A History 1957* March 23rd - May 25th. pages 20-22, 30-31)

British official Ralph Noyes (in 1987) confirms the concern over Russian intruders:

"I and military colleagues had little doubt that something had taken place for which we had no explanation. Not once, however, was there the faintest suggestion that extraterrestrials might be in question. We suspected the Russians, we suspected faulty radar, we wondered whether RAF personnel might be succumbing to hallucinations. We found no evidence of any such things and in the end—and fairly swiftly—we simply forgot these uncomfortable 'intrusions.' We never had the smallest evidence that Brothers from Space were responsible for our transient unease—and I do believe we would have picked up anything of that kind, given our highly effective radar cover and the incessant watch kept on radio communications by GCHQ and the NSA." (xx.)

(xx.) Clarke, Dr. David and Andy Roberts. *Out of the Shadows*. Judy Piatkus Limited: London, England, 2002. pp.155-156.

May (exact day not known) Near Barbacena City, Brazil. (night)

Quick stops and 90-degree turns. Presidential candidate sees UFOs.

A prominent Brazilian politician, Sr. Plinio Salgado, had presided over a political meeting in Belo Horizon, State of Minas Gerais, one evening in the month of May. As he drove home in the cold dark night, the clouds screened the moon. Riding in the car with Sr. Salgado was a Sr. Alvaro Sardinia, a political bigwig whose turf was the *District Federal*.

As the car passed near Barbacena City, both men noticed strange luminous bodies flying across the heavens at unbelievable velocity. At first there were just a few of the queer glowing bodies, but then many more came into view giving off a dazzling bluish light. The objects performed extraordinary feats: quick stops and 90-degree turns. Sr. Plinio Salgado, as head of the P.R.P. and candidate for the Brazilian Presidency, was quoted as saying: 'I already believed UFOs were real, but now I'm still more convinced that they do exist.'" (xx.)

(xx.) *UFO-Critical Bulletin*. Vol. I, # 9-10. September-October 1957. p.1. (Some small changes were made in the translation to make it more readable)

1 May. Hamilton, Ohio. (night)

Hovered, and then "took off like a shot out of a slingshot."

The Hamilton press tells us about a rash of UFO sightings, the best being Melvin Isaacs' report:

"This all started last Wednesday night when Melvin Isaacs, 27, 1835 See Ave., saw an object in the heavens as he was driving on Middletown Pk. [street?] He said it looked like a top that had been mashed down. He described it as 'giving off the most beautiful lights you ever saw. Just like all of the colors of the rainbow.'

"Mr. Isaacs said he drove his car to the side of the road and stopped and that the object hovered above him for about 10 or 15 minutes and then 'took off just like it had been shot out of a slingshot.'" (xx.)

(xx.) Hamilton, Ohio. *Journal-News*. 6 May 57.

1 May. News from APRO at Alamogordo.

In a letter to Donald Keyhoe written on May 7th, Coral Lorenzen says in part:

"Sunday evening our family will be guests of Clyde Tombaugh at his home in Las Cruces. This may be a big step forward—he and I agree on most of the major points (CONFIDENTIAL) as regards UFOs but I'm trying for something better than agreement.

"Within our fellowship [The Lorenzens were active members of the Unitarian church] we have Major and Mrs. David Simons (he's Stapp's partner in research at Holloman) and off-record chats with him have indicated that his ideas (Simons's, that is) closely approximate ours. Who in tarnation is keeping these fellows from airing their opinions? I have talked privately with no less than 15 competent scientists at Holloman who ADMIT that the interplanetary theory is the only feasible explanation for UAO! [UFO].

"Everyone belonging to the Unitarian fellowship, incidentally, either has had at least a Secret clearance, and are well-respected citizens and most have responsible positions at Holloman. I did not volunteer the lecture [to the fellowship]—I was asked. All members of the fellowship are interested, most of them believe as we do." (xx.)

(xx.) Letter: To: Major Donald Keyhoe 1536 Connecticut Ave., N.W. Washington, D.C. From: Coral Lorenzen, 1712 Van Court, Alamogordo, New Mexico. Date: 1 May 57. Photocopy in author's files.

2 May. Parkland, Washington. (10:30 p.m.)

The "most amazing experience of his life."

A press report states:

"What's all this business of UFO Unidentified Flying Objects—'Flying Saucers' to you? What do they look like, what do they sound like? What do they do? Well, a Parkland businessman and his wife found out last Thursday night at their home, 172 East 123rd St.

"Maurice Fletcher closed up his store, Fletcher's Market, about 10:30 and started home, just as he has done hundreds of times during the years he has been in business in Parkland. Everything was just routine until he turned the corner at 123rd and A streets and approached his home; right there, in a split second, 'Fletch' was jolted out of the commonplace by the most amazing experience of his life. For 300 feet east of his home was a huge something—he calls it a What-Is-It-so completely enveloped in

dazzling, pulsating red light that he could not look directly at it. The UFO became stationary and hovered in a vacant field, not more than 30 feet in the air, he estimated.

"Fletch ran up the driveway to his home and rapped on the window, calling his wife to come out, which she did immediately. The UFO still hung motionless and silent about 300 feet from them. As they watched, the strange craft drifted north, passing behind the Jerry Elmendorf home, 205 East 123rd. Fletcher ran to the Elmendorf home and called to Jerry but by the time he could get dressed and outside the craft had moved northward to about 121st street and circled westward in the general direction of McChord Air Force Base. The Fletchers noticed that it passed the Parkland Light & Water Co. water tanks at a level considerable lower than the signal light on the tanks.

"After circling toward McChord, the craft swung back toward Parkland. It was noted that the flashing light seemed to come from all sides of the object, its pulsations making the craft appear to expand and contract. After about 20 minutes of unhurried maneuvers in the vicinity, the Unidentified Flying Object rose to greater altitude and moved away into the night. After it had disappeared, Mr. and Mrs. Fletcher watched several planes pass over to make a landing at McChord field.

"What about UFO? Well, as far as the Fletchers could make out, they look BIG, they are absolutely noiseless whether hovering in the air or in flight; they apparently don't DO anything unless Somebody is curious about us earthlings and just drops by occasionally for a look-see." (xx.)

(xx.) Parkland, Washington. *The Times Journal*. 9 May 57.

2 May. The Edwards AFB theodolite photos. (See the monograph *UFOs: A History* 1957 March 23rd - May 25th, pp.67-68) (See clippings below)

New York Journal-American
★ Fri., May 10, 1957-3

AF Studying Saucer Photo?

EDWARDS AIR FORCE BASE, Calif., May 10 (INS).—Officers at Edwards Air Force Base today were studying films made of a purported "unidentified flying object" seen over the base.

on 5/3
The object was photographed by two civilian technicians who used special equipment to track and record it.

Unofficial sources said the object appeared circular and glinted brightly in the morning sun when observed last Friday. However, intelligence officers at Edwards base, a hush-hush air force test center, would say almost nothing of the incident.

AIR FORCE STUDIES PHOTOS

Cameras Track Flying Object Over Desert

Camera studies of an unidentified flying object photographed at Edwards Air Force Base last Friday are being analyzed by the Air Technical Intelligence Center at Wright-Patterson AFB, Dayton, O., *The Times* learned yesterday.

Spokesmen at the secret desert test center north of Los Angeles would say only that the object was spotted by two civilian photo theodolite operators.

They tracked the object and took pictures with the specialized camera equipment. Films and information were dispatched immediately to the intelligence center. Unofficial reports said the object appeared round, that it caught the morning sun and that it moved but not at any great speed. There were no estimates as to its size or altitude.

Edwards officers would not hazard a guess as to what the object was, although one said it could have been a weather balloon.

"This desert air does crazy things," he added.

*L.A. Times
2 MAY 57*

2 May. The Edwards AFB theodolite photos. Dr. James McDonald investigates. (See page 16-24)



THE UNIVERSITY OF ARIZONA
TUCSON, ARIZONA
INSTITUTE OF ATMOSPHERIC PHYSICS

10-17-67

Dear Isabel:

While looking up some other items in the CSI News Letter, I saw on p. 14 of No. 20, a reference to a May 3, 1957 incident at Edwards AFB in which civilian photo-theodolite operators got photos of an unidentified. CSI credits you for supplying clips on this from the LA Times of 5/9/57.

When I spoke to the CAP at Las Vegas last May, a person involved in what I believe must be this same incident took me aside and told me of it. He only recalled that it took place sometime in 1957, when he was supervisor of the camera crews. I told Colorado about it, waited a couple of months to give them time to get at it, and then phoned the fellow, only to find (as in some other similar instances) that CU had never contacted him. (However, I mentioned it again and Low wrote me a few weeks back to send him the info again --he'd lost my first letter.)

When I phoned the fellow again, I asked him for names, and did run down one of the two camera operators, named Bittick, now living up in Auburn, Calif. He confirmed that they'd seen a domed disc, took a number of shots, rushed them back to be developed, and had them confiscated by intelligence people as soon as they came off the dryer.

I had no idea that anything of this ever hit the press, though the CSI item sounds identical. My note is to ask if you might possibly have in your files a copy of the Times piece. If so, I'd certainly like to get a copy of it. I'll send a Xerox of this to Isabel to see if her CSI clip-files carry the NY Journal American clip on it. My initial informant became a bit chary when I phoned him back about it. Availability of a press clip on it may ease his mind and generate more leads.

cc I.Davis

Regards, *Jem*
Jem

January 8, 1968

Mr. Frank E. Baker
44221 Second Street East
Lancaster, California, 93534

Dear Frank:

I located John Gettys by phone last night in Carson City and spent an hour talking with him, mainly about the 1957 incident but also about a couple of others.

He emphasized that the photos came out rather clearly and showed unmistakably the large golden-colored dome-shaped object which he and Bittick had seen hovering near their photo unit.

He brought up the point that Marvin Miles, Aviation Editor of the *Los Angeles Times*, was the one who broke the story on that May 3, 1957, incident. He said that the Air Force personnel suspected either him or Bittick of having leaked it, but neither said a word, so they presumed that some officer must have mentioned it to Miles.

He is going to send me copies of a couple of old 1957 flying saucer magazines that gave a fairly full account and that indicated the Air Force explanation of the object was a "weather balloon." Gettys was emphatic in saying there wasn't a ghost of a chance of that thing being a weather balloon, since he and Bittick were both very familiar with tracking of weather balloons. He said that no one from the Air Force has ever bothered him in any way about it since that first week. They interviewed him and Bittick for a number of days and then he heard absolutely no more about it until he read of it in the newspapers and later in the flying saucer magazine.

Gettys also related a very peculiar incident which we think you may recall his having told about. In about January of 1950, he and his wife and small daughter were involved in a very close sighting of a large disc that hovered directly over their house on an alfalfa farm near Rosamond. It shook the house with its vibrations, disturbed the television set, and sent vibrations through their entire bodies, he emphasized. He was very emphatic in all the details of this sighting, and said it was the most vivid experience he had ever had in his life.

Mr. Frank E. Baker
January 8, 1968
Page Two

I certainly am hoping now to be getting something
from you on that bonanza you have discovered.

With best regards,

James E. McDonald

JEM/msr
Air Mail

August 9, 1967

Mr. Frank E. Baker
44221 Second Street East
Lancaster, California, 93534

Dear Frank:

Subsequent to our phone conversation of last Saturday, I have talked on the phone with both Earl Cooper and Jim Bittick.

On July 8, 1947, at Muroc AFB, there were at least three separate sightings, as you may know. Cooper's observations matched most closely those which are reported in the literature for 10:00 a.m., made in connection with a test flight from the dry lake out there. His recollections do not precisely match all of the details reported by Major Wise, but agree closely enough to indicate that his may be the same sighting as the one in the Air Force files identified with Wise's name. I was glad to get Cooper's account, and thank you for getting us in touch.

I located Bittick in Auburn, California, where he is ranching and working for Douglas Aircraft at its Sacramento test site as a crane operator. He confirmed most of the details about that 1957 incident on the range that you had sketched to me, and added several further points of information that were very relevant. He explained to me in some detail the manner in which the Air Force officers interrogated him and Jack Getty, the other cameraman. He obviously was a bit unhappy with their method of approach, and indicated that they seemed to be making a valiant effort to talk them out of the sighting. But, for his part, there was absolutely no doubt about the reality of the object and the quite unconventional nature of it.

He suggested that I ought to get in touch now with Jack Getty, not only for further information on that incident, but also because Getty has evidently seen a couple of other UFOs out in the desert area of California. He gave me the name of Jack's brother, Gene, and I attempted to locate the latter by phone in Cantell, California. However, the operator said that Gene Getty's number is unlisted. Since Jim mentioned that you knew Gene quite well, I would like

Mr. Frank E. Baker
August 9, 1967
Page Two

to ask if you might possibly ask Gene where Jack is now located? It would be very helpful to have both his address and telephone number, if you could possibly get them. I'll enclose a stamped and addressed envelope to save you at least a bit of bother should you be able to get Jack's address.

My trip last week to Sandia Corporation netted a number of extremely significant UFO observations made by various staff members over there. I am writing this letter in the midst of telephone interviewing that consists of following up those reports. One of them was from a Sandia man who used to be employed at the Naval Ordnance Test Station at Inyokern. It was a sighting that goes back to about 1947, and is just as interesting as several others that I have obtained from NOTS staff members in the past.

Thanks again for your interest and help.

Sincerely yours,

James E. McDonald
Senior Physicist

JEM/msr
Air Mail
Enclosure

January 12, 1968

Mr. Frank E. Baker
44221 Second Street East
Lancaster, California, 93534

Dear Frank:

I reached John R. Gettys in Carson City by phone on January 8 and had a long discussion of the case with him. His description of what happened backs up both your account and Bittick's. He described the object's glow as having a golden appearance and mentioned the same rounded top of the dome that Bittick described to me.

Gettys recalled that he had back issues of a 1957 UFO periodical called *Saucers*, which mentioned the May 3, 1957, Edwards photos and gave a tentative Air Force evaluation in terms of a "weather balloon." He rejected the balloon explanation categorically, saying that he and Bittick had frequently seen and tracked balloons, that he knew of no balloon stations out in that part of the range, and that the Askania photos gave a quite clear-cut image that could not be confused with any balloon.

He sent me a letter giving more details. I quote from one paragraph:

"May 3, 1957 - Photographed UFO at 8 a.m. at Edwards Air Force Base with Askania camera. Object 100 feet in diameter, moving slowly, glowing golden color. Saw 8x10 blowups of film frames; this was no weather balloon regardless of Air Force evaluation. Pilots there when we were questioned said they had never seen anything like it before. I don't say it was a flying saucer. It was a UFO. In other words, the Air Force, in my opinion, dubbed it a weather balloon because they could not explain it any other way."

For your own files, I enclose copies of the pages from the two issues of the *Saucers* which remarked on the May 3 incident. It is now entirely clear that Edwards has unequivocally confirmed the existence of this sighting, and

Mr. Frank E. Baker
January 12, 1968
Page Two

the only disputed point is the scientific evaluation. The idea that "other atmospheric conditions peculiar to desert regions" could cause unusual specular reflection of sunlight on weather balloons does not make either meteorological or optical sense to me.

I shall have a better basis for the latter opinion, however, when I have a chance to see a print. I look forward to getting a copy for examination soon.

Sincerely yours,

James E. McDonald
Senior Physicist

JEM/msr

Edwards AFB, May 2, 1957 Notes from file at WPAFB, made 7/1/69

Correct date is May 2. Letters from Max Miller in file and from a ~~Ø~~/ C.H. Marck use date of May 3 but all official items give May 2.

Is carried as "Confirmed balloon" yet Brief Summary gives: "One aluminum or metallic disk shaped object the size of a basketball at arm's length. Object had translucent glow. Object traveled in an easterly direction ~~in~~/ for 25 minutes."

Time given as 1455Z (0755 and 0820 which must be PDT)

Observer location given in two places as 34° 53' 30" N, 117° 40' N From Ø JDB's summary comment is clear they'd left Master Station and taken a road (shown on large map in back pocket of BB casefile) to south that goes 1 mile south, then turns east to Askania #4 Site, to which they were heading. The above-indicated location fits quite well, since it's about half way from the turn east to #4 site, and their statement indicates they'd first seen it while in truck heading east to #4.

Evidently first report to Bluebook was via letter of 14 May (4-page ltr) signed by LtCol Raymond P. Klein, Acting Deputy Chief of Staff for Operations, Edwards AFB. P. 4 bears endorsement from HQ 4602 Air Int Sq at Ent, dated May 16, forwarding Klein's letter to Cdr, ATIC. (Elsewhere in file Capt. G. T. Gregory complains that ATIC didn't hear of it until a couple of weeks after incident, which checks well.)

Klein's letter states first seen at elev 45 deg, az 0, last seen elev 85 deg, az 0. But on the questionnaires (ATIC Form 164, roughly same as present BB forms), filled out on May 2, both JDB and JRG say first seen at elev 45, az 75, last seen elev 15, az 75 from N. Confusingly, in JRG's summary description at close of Form 164, he mentions it as travelling "due east" from them, which won't square with either version of initial and final bearings.

Klein's ltr gives brief summary of trajectory of Edwards balloon released at 0740 PDT from 34-54-30N, 117-52-00W (which matches location marked "Metro Balloon Release" on ozalid map enclosed in back pocket; that site being about 1.5 mile ESE of Edwards Control Tower....)

Klein ltr gives balloon coords for ever 10 min after release at 0740. Data are as follows:

Time	Altitude(ft)	Range (yards)	True bearing
0740	Release time		
0750	13,287	8038	70 deg
0800	22,802	16,295	80
0810	34,448	27,668	60
0820	44,291	38,603	40

Klein ltr, p.3 says "Based on the above track made and the location of the observers at the time of sighting, the weather balloon released at Edwards could not have been the unidentified object reported." And my plot confirms this. Yet Elwood and Gregory are quite insistent that the balloon explanation fits nicely.

In back-pocket of the file (est $\frac{1}{2}$ - $\frac{3}{4}$ inch thick) were 20 8x10 Gloxxies from the Askania (84-inch focal length). They are just like those displayed by Baker, no more than a small white spot on each one, near crosshairs. Earliest frame number, of them is 600, last is 653. Pcket bore entry that negs are in "Physical Specimen File" so asked Lt Marano to get them. Were: two rolls of 35 mm film. #1 had frame numbers running from 598 to 627, #2 ran from 631 to 653. From first to last, they showed no more than the small speck near crosshairs. (A graph in file lists a lot of image sizes and run about 0.015 inch in that tally, which seems about right.) Most have long axis horizontal but some are roughly circular images. No structure visible on any of them. The prints Baker made available must be blowups of center portions only since I don't recall that they showed any of the calibration-scales that appear at upper left and upperright on the 8x10s here. The crosshair tips are 3.7 cm apart on these 8x10s. (16.9 cm on these 8x10s between the inner edges of the right and left calibration scales. I record this for reference here.) The frame numbers show at top, in space between the calibration scales. Just asked Lt. Marano to retrieve the negs so can make scaling measurements that will need in Tucson.

Scaling: Is 2.35 cm between inner edges of calibration boxes on the 35 mm negs. That blows up to 16.9 cm on these 8x10s here, a ratio of $16.9/2.35$ or about 7.2. Hence the crosshair tips on negs scale back from the 3.7 cm I measured on the 8x10s to $3.7/7.2$ or 0.515. By direct measurement (difficult with tools at hand), I confirm that quite closely, somewhere near 0.52 cm. From this and 84-inch focal length-plus image sizes on the Baker prints, scaled via crosshair tips, I can recover angles

Both observers include in questionnaires that they viewed object thru Askania Camera Scopes, 15 power. Both their sketches show it as rather elongated when first seen nearly overhead, and show it as a comed disk later(or tire and hubcap shape might be closer). Diam est 150 ft. First spotted by JDB. JRB mentions it was hanging stationary almost overhead when first seen. Stopped and got out, then headed for Site #4. Took 10 min to get camera uncovered, loaded and ready. They shot manually. They est it was 40-50 miles away when they shot the film.

DD account says old car 10 frame, wheel is clear.
T. 6, 11 men to get camera ready DD says, it has



SCANNING THE SKIES

Flying Saucers Still Being Seen

By DR. ALLEN HYNEK

This year marks the 10th anniversary of flying saucers. The significance of that fact is that those who said back in 1947, when the term flying saucer was born, that it was a matter of mass postwar hysteria and would pass as quickly as a crooner craze, were over-optimistic.

Today, flying saucers are called UFO's (unidentified flying objects) but other than that they are still with us. Not only does the Air Force continue to get several UFO reports almost daily, but several dozen civilian UFO societies have sprung up. It seems that these good people, aided by a number of popular writers on the subject, feel that the Air Force

Mostly it is either an aircraft, a research balloon, a meteor or other astronomical item, that has been misinterpreted by the viewer.

Ah, but what of those reports that can't be explained in that way, is the immediate question of many people.

They are still only reports, often too flimsy to do anything with, and reports which

The 10th anniversary of "Flying Saucers" approaches. Dr. Hynek comments. (See clipping)

is doing a poor job, particularly in keeping the public informed.

The latest group is called the National Investigation Committee on Aerial Phenomena and is headed by a retired admiral and a retired Army general. We wish them luck—the great backlog of hazy and indefinite reports that have accumulated over the past 10 years should keep these gentlemen busy.

ALL OF THIS may be a surprise to the reader, since UFO reports are now generally disregarded by the press—after 10 years UFO's have ceased to be news, and small wonder, since the reports continue to be the same hazy, indefinite, unscientific reports as they always were.

Astronomers are very often asked about flying saucers. What are they? The answer: "Flying saucers are any aerial phenomenon or sighting that remains unexplained long enough for someone to write a report about it."

They are reports—something on paper. There are no "flesh and blood" flying saucers in captivity and no photographs exist in Air Force files that show anything of scientific proof value.

WHAT IS the stimulus that gives rise to the report?

do not tell a definite story or paint a self-consistent picture.

BUT SUCH considerations do not bother the ardent civilian investigators and writers on the subject, who believe saucers come from another planet. Neither does it bother them that astronomers can find no evidence for intelligent life on the other planets of our solar system. Visitors from another world require that another habitable planet exists.

Of course, there probably are other solar systems, even though no telescope is powerful enough to see whether even the nearest star to us has a system of planets of its own. But even if it does, these men forget that a planet there would be 800,000 times farther away from us than Mars is—a mighty, mighty long journey for someone who wants to pay us a visit.

YET FRANK EDWARDS, the news commentator, another who has recently taken the Air Force to task on the UFO matter, thinks we have really been visited by visitors from beyond this earth. And for pure fancy, he says it rather well: "Sometime soon we expect to launch our first man-made satellite. This will be but a humble beginning, a flimsy aerial canoe crawling along the rim of space."

6 May. Hynek writes to BLUE BOOK's Captain Gregory.

In an otherwise mundane letter discussing his expenses and lecture plans, Dr. Hynek inserted some interesting remarks, although what they tell us is open to question. The reference to a "clipping" and "people in high places" may have been the news item about Henry J. Taylor's comments about the UFO mystery during his appearance before the Senate Foreign Relations Committee that showed up on the news wires May 4th. The "Legislative Program" may have been a plan to fend off Congressional inquiries. (See the monograph *UFOs: A History 1957 March 23rd - May 25th*, p.66) Dr. Hynek wrote:

"The enclosed clipping shows that 'people in high places' are still kicking the dirt around. My advice, as before, let's get as much files protection as we can because this fool thing could explode in our faces at any time.

"Congratulations on your 'Legislative Program.' This is a real step in the right direction and I am anxious to see the wholesome results that will come from this."
(xx.)

(xx.) Letter: To: Captain George Gregory, ATIC Wright-Patterson AFB, Aerial Phenomena Division, Box 9703, Dayton, Ohio. From: J. Allen Hynek, Office of the Director, Astrophysical Observatory, 60 Garden Street, Cambridge 36, Massachusetts. Date: 6 May 57. Photocopy in author's files.

16 May. UFOs and missile tests.

A CSI New York member joined the Air Force and found himself assigned to a missile test center in Florida. He wrote CSI official Alexander Mebane to relate some important UFO experiences:

"I was very surprised to observe 'blips' or unexplained objects on our radar screens here in Florida. As you may know, one of the big Air Force missiles is being developed and tested here at Orlando, 'The Matador.' We are constantly catching these objects [UFOs] on our screens just before a launching time and all aerial bodies are supposed to be out of the immediate area. Many times we are held up due to these unidentified objects on the radar screens. It would seem natural for them to appear once in a while, but believe me they are so consistent that we always expect them now. Also these objects travel at incredible speeds and demonstrate these small degree turns, very uncharacteristic to natural aerial objects. No one can explain it..." (xx.)

(xx.) Letter: To: Mebane. From: Gerald Tetudy [Not clear]. 588th Communications And Guidance Squadron, (Tac Msl) (TAC), United States Air Force, Orlando AFB, Florida. Date: 16 May 57. Photocopy in author's files.

20 May. Europe. The North Sea. (evening)

"I almost shit my pants!" Salvo all rockets! The man in the dark blue trench coat.

When aviation historian Duncas Curtis began researching the history of the U.S. Air Force at the RAF Air Station at Manston, England, he came across an amazing UFO incident that took place on the 20th of May 1957.

It is a fact that noteworthy UFO sightings were being made in the region. The April 4th West Freugh, Wigtownshire, case that caused in big stir in the press comes to mind, but there were a number of others leading up to May 20th. On April 5th one came in from Glasgow, Scotland, on April 10th London, on April 23rd Harrow-Weald, on April 29, London again, and on the same day places like Christchurch and Leckhampton joined the list. The month of May contributed more: Wesbech, on May 1st, Nottingham and Stafford on the 13th, Hartlepool on the 16th, and the very day of the jet chase, in the morning, a worker at the Fawley Refinery in the county of Hampshire got a good look at a strange object from his perch atop a giant gas storage tank.

Writers Clarke and Roberts provide an abbreviated account of the jet case in their book *Out of the Shadows* but the shorten version of the event raised some questions: (1.) Firing on a target in peacetime requires authentication of any radio command to do so. No mention of that is made. (2.) What prompted such a drastic action? (3.) What evidence was there that indicated the radar target was not a Russian reconnaissance aircraft? The original account provides answers. Here then, is Curtis' interview with pilot Milton Torres who was assigned to the 406th Fighter Interceptor Wing (FIW) at Maston in 1957:

"It was a typical English night in Kent. The 406th FIW had committed to Met [Metropolitan] Sector (RAF) to have F-86Ds stand alert as an operational requirement. The date was May 20, 1957, and our squadrons were considered combat qualified when they committed us to operational requirement. My recollection seems to indicate that this function was rotated about England between the various RAF and USAF units. This particular night the 514th Fighter Interceptor Squadron [FIS] had the alert duty. Two F-86Ds were on 5-minute alert at the end of the runway at RAF Station Manston awaiting the signal to scramble. The hour was late as memory serves me, and the weather was IFR. Looking back at my log book, a total of 30 minutes of night weather was logged on a 1-hour and 15 minute flight. The details such as exactly what hour the scramble occurred or what we were doing just prior to scramble totally escapes me, however, the auxiliary power units (APU) were 'on,' and the power was transmitted to the aircraft. We were ready for an immediate scramble and eager for flight time.

"I can remember the call to scramble quite clearly, however, I cannot remember specifics such as the actual vector to turn after take off. We were airborne well within the five minutes allotted to us, and basically scrambled to about Flight Level 310. Our vector took us out over the North Sea just east of East Anglia. Normally, Dave Robertson, the other member of the set of two fighters would be lead ship. I can only suggest that I was leading due to an in-place turn of some sort. I remember in quite specific terms talking as lead to the GCI [Ground Controlled Intercept] site. I was advised of the situation quite clearly. The initial briefing indicated that the ground was observing for a considerable time, a blip that was orbiting the East Anglia area. There was very little movement and from my conversation with the GCI all normal procedures of checking with all the controlling agencies revealed that this was an unidentified flying object with very unusual flight patterns. In the initial briefing, it was suggested to us that the 'bogey' actually was motionless for long intervals.

"The instructions came to go 'gate' [select afterburner] to expedite the intercept,

and to proceed to an Initial Point at about 32,000 feet. By this time, my radar was on, and I was looking prematurely for the bogey. The instructions came to report any visual observations, to which I replied 'I'm in the soup and it's impossible to see anything!' The weather was probably high alto stratus, but between being over the North Sea and in the weather, no frame of reference was available, i.e. no stars, no Lights, no silhouettes—in short nothing. GCI continued the vectoring and the dialogue describing the strange antics of the UFO.

"The exact turns and maneuvers they gave me were all predicated to reach some theoretical point for a lead collision course type rocket release. I can remember reaching the level-off and requesting to come out of afterburner only to be told to stay in afterburner. It wasn't very much later that I noticed my indicated Mach number was about .92. This is about as fast as the F-86D could go straight and level.

"Then the order came to fire a full salvo of rockets at the UFO. I was only a Lieutenant and very much aware of the gravity of the situation To be quite candid, I almost shit my pants! At any rate, I had my hands full trying to fly, search for bogeys and now selecting a hot load on the switches. I asked for authentication of the order to fire, and I received it. This further complicated my difficulty as the matrix of letters and numbers to find the correct authentication was on a piece of printed paper about 5 by 8 inches, with the print not much bigger than normal type. It was totally black, and the lights were down for night flying. I used my flashlight, still trying to fly and watch my radar. To put it quite candidly I felt very much like a one-legged man in an ass-kicking contest.

"The authentication was valid, and I selected 24 rockets to salvo. I wasn't paying too much attention to Dave, but I clearly remember him giving a "Roger" to all transmissions. I can only suppose he was as busy as I was. The final turn was given, and the instructions were given to look 30 degrees to port for my bogey. I did not have a hard time at all. There it was exactly where I was told it would be, at 30 degrees an at 15 miles. The blip was burning a hole in the radar with its incredible intensity. It was similar to a blip I had received from B-52s, and seemed to be a magnet of light. These things I remember clearly. I ran the range gate marker over the blip, and the jizzle band faded as the marker superimposed over the blip. I had a lock-on that had the proportions of a flying aircraft carrier. By that, I mean the return on the radar was so strong that it could not be overlooked by the fire control system on the F-86D. I use in comparison other fighters and airliners. The airliner is easy to get a lock-on while the fighter, not being a good return, is very difficult, and, on that type of aircraft, a lock-on was only possible under 10 miles. The larger the airplane, the easier the lock-on. This blip almost locked itself. I cannot explain to the lay person exactly what I mean, save to say that it was the best target I could ever remember locking-on to. I had locked-on in just a few seconds, and I locked on exactly 15 miles [range], which was the maximum for a lock-on. I called to the GCI 'Judy,' which signified that I would take all further steering information from my radar computer [rather than the GCI site].

"Now, back to the intercept of the UFO. I had an overtake of 800 knots and my radar was rock stable. The dot was centered and only the slightest corrections were necessary. This was a very fast intercept, and the circle started to shrink. I called '20 seconds,' and the GCI indicated he was standing by. The overtake was still indicating in the 7 or 8 o'clock position. At about 10 seconds to go, I noticed

that the overtake position was changing its position. It moved rapidly to the 6 o'clock, then 3 o'clock, then 12 o'clock and finally rested about the 11 o'clock position. This indicated a negative overtake of 200 knots (the maximum negative overtake displayed). There was no way of knowing of what the actual speed of the UFO was, as he [could have been] traveling at very high Mach numbers, and I would only see the 200 knot overtake. The circle, which was down to about an inch-and-a-half in diameter, started to open up rapidly. Within seconds, it was back to 3 inches in diameter, and the blip was visible in the blackened jizzle band moving up the scope. This meant that it was going away from me. I reporting this to the GCI site, and they replied by asking, 'Do you have a Tally Ho?' I reported that I was still in the soup and could see nothing. By this time the UFO had broke lock and I saw him leaving my 30 mile range. Again, I reported that he was gone, only to be told that he was now off their scope as well.

"With the loss of the blip off their scope, the mission was over. We were vector-ed back to home plate (Manston) and secured our switches. My last instructions were that they would contact me on the ground by land line.

"Back in the alert tent, I talked to Met Sector. They advised me that the blip had gone off the scope in two sweeps at the GCI site, and that they had instructions to tell me that the mission was considered classified. They also advised me that I would be contacted by some investigator. It was the next day before anyone showed up.

"I had not the foggiest idea what had actually occurred, nor would anyone explain anything to me. In the squadron operations area, one of the sergeants came to me and brought me into the hallway around the side of the pilot's briefing room. He approached a civilian, [who] looked like an IBM salesman, with a dark blue trench coat. He immediately jumped into asking questions about the previous day's mission. I got the impression that he operated out of the States, but I don't know for sure. After my debriefing of the events, he advised me that this would be considered highly classified and that I should not discuss it with anybody, not even my commander. He threatened me with a national security breach if I breathed a word about it to anyone. He disappeared without so much as a goodbye, and that was that, as far as I was concerned. I was significantly impressed by the action and I have not spoken of this to anyone until recent years." (xx.)

(xx.) *Air Pictorial*. January 2002. pp.70-71.

Torres' wingman, Dave Robertson, tells of his experience that evening of May 20th:

"As I recall, I was the flight leader, and we were on a training mission making simulated attacks on each other. While on this flight, we were contacted by someone (probably Manston), and told to contact a GCI site. I believe it was the site in East Anglia just north of the Thames (Bawdsey?). They queried me about the weapons status of our aircraft. We were unarmed, as was the usual status on training flights, and I so advised. We were directed to land at RAF Bentwaters where our aircraft were armed with live rockets.

"We received a briefing of some sort on the ground. I don't recall by whom, but I believe it was by land line. I specifically recall being advised that more than one GCI site and multiple 'unknowns' were involved and that the area extended into Scotland. I don't recall being advised of other RAF or USAF aircraft being involved,

but would seem probable that they were.

"After launch, we were vectored independently. Normal procedure would have been to receive an initial heading and altitude along with a call-sign and frequency of the GCI site to contact. I don't recall ever going above 10,000 feet, but Milton [Torres] was sent to higher altitudes. I was vectored on several of the unknowns and in spite of the ground clutter, I did get several pretty good returns, but was unable to maintain radar contact long enough to get a lock-on. Information from the controller indicated the unknowns were changing speed and altitude quite frequently. Some of my runs were in the cloud and others were in the clear. I don't recall how many attempts at radar and/or visual contact I made, but it was several.

"One [run] I remember quite well was at 3,000 feet. I was told that the 'bogey' was at angels 3 and at very slow speed. I recall being told that the unknown was at 12 o'clock and I was closing. Perhaps because of the ground clutter I never got a positive radar contact of the unknown. At this point, I believe I was in the vicinity of Norwich. As directed, I attempted to get a visual contact when I closed to less than 2 miles, but was unable. If the unknown was lighted, he must have blended with the ground lights. The bogey then either accelerated or descended and the controller lost him.

"I don't recall whether we became low on fuel or the unknowns left the area, but at some point the controller rejoined us and we recovered at Manston. I do not recall being contacted one-on-one by anyone about keeping the details quiet. However, due to some of my later activities in the Air Force involving close-kept operations, where I learned to blank out details in my mind, this lack of recall does not surprise me. I do recall Milton was rather excited and talked about getting a lock-on one of the unknowns, but I don't remember the details.

"I might add that during this time frame (spring of 1957), while either standing cockpit alert or acting as runway control officer, on two occasions I saw some activity to the south of Manston [English Channel/North sea area], which involved several lighted objects moving in strange ways. They were sometimes motionless and sometimes accelerating in various directions which did not appear to be consistent with either fixed wing aircraft or helicopters known to me at that time. I reported these to control tower and/or Met Sector, but never requested or received any explanation of what they were." (xx.)

(xx.) Ibid.

As for those three questions asked at the outset, we can now suggest some answers:

A target picked up on both ground and airborne radar simultaneously, as apparently happened as Lt. Torres closed in, should rule out a false return due to malfunction or weather. Moreover, Lt. Torres says the return was very solid.

The flight characteristics of the return should also rule out a balloon or Russian aircraft, or any aircraft for that matter, since it was claimed the bogey remained motionless at times earlier and later pulled away from the F-86D which was doing .92 Mach.

Shooting at an unknown target is a last resort. Numerous air alerts had been tormenting the English for months, going back to the Bentwaters/Lakenheath case of 13/14 August of 1956. Evidently the strange radar returns were testing the patience of the High Command.

Authors Clarke and Roberts have this to add:

“Evidence of this overriding concern for secrecy is found in orders circulated to 42 RAF stations and units in southern England in December 1956. In the accompanying letter HQ No. 11 Group said that ‘recent reports on aerial phenomena’ showed that some units were unaware of the orders circulated in 1953 that gave ‘instructions for reporting and action to be taken in regard to the detection of unusual aerial phenomena.’ Personnel were reminded that ‘in no circumstances were details to be given to anyone other than official persons.’” (xx.)

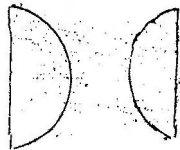
(xx.) Clarke, Dr. David and Andy Roberts. *Out of the Shadows*. July Piatkus Limited: London, England, 2002. p.147.

14-21-22? May. China Lake, California. (about 10:00 a.m.)

“Dog-fighting UFOs.”

Mrs. Bettye Cannizzo’s husband was employed by the U.S. Naval Ordnance Test Station at China Lake. The Cannizzos lived near the Air Facility and Bettye was going about some household chores when she had a UFO experience. About 10:00 o’clock in the morning [She couldn’t recall the exact day and thinks it may have been May 14th, or May 21st, or even May 22nd] she was outside hanging up her wash. The sky was very clear. She tells us:

“Almost directly above me and at approximately 20,000 feet or more, I saw what I first considered to be two jets ‘dog-fighting.’ My first thought was, ‘That’s funny—never saw jets dog-fighting before.’ These two objects were facing each other and were making mock passes at each other. They were pure white and, from the ground, appeared to be the size of a large dinner plate but they were not completely circular. They were as if a large dinner plate had been cut in half; i.e., they were shaped thus:

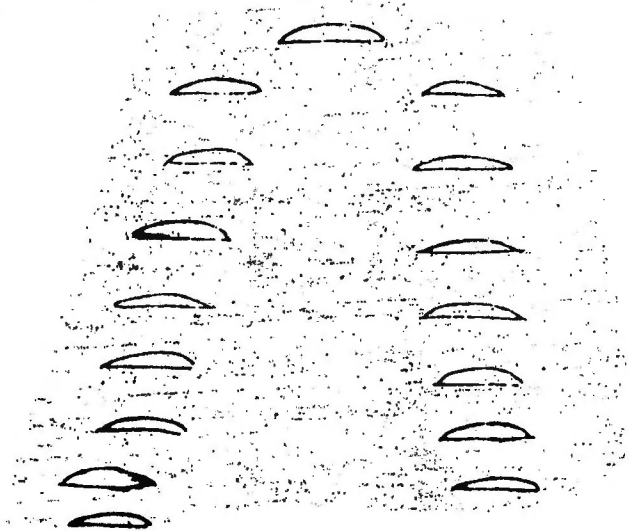


“I hung up a few more pieces of wash, still thinking they were a new type of jet; then when I saw they were still there and still ‘dog-fighting,’ I stopped to watch. As my eyes continued to watch the skies and the objects, to my utter amazement, many more were visible. These others were in a group (no formation whatsoever and none were dog-fighting)—the group was located a little to the east side of the first two I saw. This group appeared to be floating in an air stream—precisely as a leaf thrown into a stream of water will float with the current. All totaled sixteen were counted. My wash was completely abandoned at this point and I watched the objects constantly for ten to fifteen minutes—by this time, of course, I was certain that I was watching UFOs. Meanwhile the first two must have joined the group as I could no longer see them alone as a pair. Since the main group did not seem to be maneuvering as the original ones sighted had, I was beginning to doubt that they were UFOs...perhaps, I reasoned, they were targets that the first two had towed [?] up and were temporarily ignoring.

"While I was still watching and debating whether or not to go in [the house] and call the O.D. [Officer of the Day] at the Air Facility, the entire group instantaneously formed into a large, sloppy 'V' and disappeared in seconds flying due west toward the Sierra Nevadas.

"When the objects were first sighted my position was close to the house by the clothes line. After they disappeared, I was surprised to find myself up against a low fence that marked the boundary of our yard...approximately 65 feet from where I was first standing.

"All the UFOs appeared to be identical in size, shape, etc.(even though my drawings don't show them thus). One final point—I cannot be certain that that the 16th UFO was in the left arm of the 'V' (as shown)—I am certain that there was only one UFO at the apex." (xx.) (See Bettye's drawing below)



(xx.) Letter: To: Major Keyhoe (NICAP). From: Mrs. Bettye Cannizzo, Utica, Michigan. Date: 1 May 61. Photocopy in author's files.

23 May. Kansas City, Kansas. (no time)

"Routine matter."

The following is how a flying saucer report was recorded in a military unit history:

"Flying Saucers?

"It seems almost impossible, in this day and age, to write a chapter on Air Surveillance without some mention of flying saucers.

"At approximately 1415 hours on 23 May 1957, five employees of the Kansas Public Utility Power Station, Kansas City, Kansas, reported seeing four round objects, 'about half the size of the moon,' appear from the northeast, circling in pairs and disappearing into the northwest. This report was handled as a routine matter by the Division Air Intelligence Officer, who is required to process all such reports in an Unidentified Flying Object Report, per Air Force

Regulation 200-2." (xx.)

(xx.) *History of the 20th Air Division (Defense)*, Richards-Gebaur Air Force Base, Grandview, Missouri. 1 January 1957 – 30 June 1957. Volume One. p.75

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