

UFO SIGHTINGS AND ALIEN VISITATIONS

FACTS AND FALSEHOODS



KEVIN D. RANDLE

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Introduction

Almost from the beginning of recorded history, people have seen inexplicable things in the sky and witnessed strange beings arriving from the heavens. They have been called flaming swords, fiery shields, and angels, gods, demons, and devils. There were indications that some of them arrived inside mechanical vehicles, while others just floated down out of the sky or came from high mountains. We have cave drawings and carvings from ancient peoples as well as hieroglyphics from the Egyptians and statues erected in Greece and Mesoamerica and many other places around the world, providing tantalizing clues about these godlike entities. There were hints that these beings weren't human, though they were often described as being humanoids.

Some suggest that the megalithic structures discovered around the world were erected with the aid of technology provided by extraterrestrials. They point to the size of the building materials, including multi-ton rocks too heavy for humans at the time to move with any efficiency. These engineering feats would be difficult to accomplish even by modern standards.

Excavated artifacts seem to be far more advanced than they should be, suggesting a technology ahead of its time. The Babylon batteries, for example, come to mind. What possible use would these primitive batteries have been in a world where people didn't understand electricity? Theories have been offered, but none are satisfactory.

There are paintings from the Middle Ages that appear to portray beings in some kind of aircraft flying over the scenes. One of the illustrations suggests a battle in space. Another shows a man crouched inside what looks like a modern-day satellite.

All of this is open to interpretation. There is little direct evidence of aliens coming to Earth in the ancient past beyond these few paintings and stories such as that of a Roman army that refused to cross a river as two “flaming shields” appeared overhead. There are many interpretations that make sense without involving alien visitation, of course, but that doesn’t eliminate the possibility that the flaming shields were not alien craft. Terrestrial explanations make more sense now because we know about such things as meteors and comets, but that doesn’t mean the more exotic interpretation is necessarily wrong.

Had all of this been left in the past, we could have ignored it. We could point to the ignorance of the times and say that our ancestors were doing their best to understand the natural world around them given their lack of knowledge.

Yet these legends persist.

We have learned that rocks do fall from the sky, though as late as 1802, the French Academy of Sciences rejected the idea. We call them meteors today (or meteorites, if they survive the fiery dash through our atmosphere to reach the ground). We know that the Earth revolves around the sun, and we know that there are trillions of solar systems and trillions of planets in those solar systems scattered throughout our galaxy and the endless galaxies that spread across this vast universe.

The problem we have today is that there has been a concentrated effort to suppress the knowledge of alien visitation. At one time, those who reported strange craft in the sky or unusual beings on the ground were met with teasing ridicule, but that all changed in 1947. That was when something crashed on a ranch in central New Mexico. It underscored the significance of flying saucers that had filled the headlines for two weeks prior to the crash. That event provided some answers about the flying saucers, but it also created thousands of questions.

As we look at the entirety of UFO phenomena—now known as unidentified anomalous phenomena (UAPs)—it is evident that investigations that could have provided answers have been buried by authorities who lied about what they were doing and threatened witnesses to keep them quiet. Eyewitnesses

and the victims of that harassment have provided sworn testimonies to Congress about this as recently as September 9, 2025.

One of those witnesses was Dylan Borlands, a geospatial intelligence specialist for the Air Force on active duty from 2010 to 2013. During his written testimony offered to the Congressional Oversight Committee chaired by U.S. Representative Anna Paulina Luna (R-FL), he noted he had worked at BAE Systems and Intrepid Solutions as a senior analyst and was considered an expert in analyzing video, radar, and advanced electro-optical imagery for official identification of the aerial order of battle. In other words, his credentials were impressive and highly relevant to his testimony.

He wrote that he was a federal whistleblower, “having testified to both the Intelligence Community Inspector General (ICIG) and the All-domain Anomaly Resolution Office (AARO) with direct firsthand knowledge of and experience with craft and technologies (commonly known as UFO or UAP) that are not ours and that are reportedly operating without Congressional oversight.”

He wrote that from 2011 through 2013, he had been stationed at Langley Air Force Base. During the summer of 2012, he saw a 100-foot-long equilateral triangle that lifted off from the NASA hangar and approached to within 100 feet of where he was standing. It interfered with his cell phone, made no noise and finally disappeared with the speed of a commercial jet.

He reported his sighting, and he was exposed to classified information about UAP and crash/retrieval programs. During that time, he said that intelligence officers approached him, fearing for their own careers and citing misconduct within those programs. Apparently, but not explicitly cited by him, he was being harassed for what he had told the ICIG and what he knew about these Special Access Programs.

“The issues included malpractice by Veteran Affairs staff,” he wrote in his statement to Congress. He was subjected to the “denial of work I performed while enlisted in the U.S. Air Force; forged and manipulated employment documents; workplace harassment, including colleagues being directed not to speak with me; and the manipulation of my security clearance records by certain agencies to block my access to classified employment.”

This is, of course, but a single example of military personnel being harassed because of a reported UFO sighting. Pilots, both civilian and military, have been taken off active flight status for simply reporting a UFO. Others were warned not to talk about what they had seen or who had interviewed them about their sightings. This resulted in a civilian perception that only those who were unreliable saw UFOs.

I have searched the cases that, if they had happened in an environment in which the truth was important, we would be having a different discussion today. Remove the Roswell case from the equation, which would prove alien visitation beyond a doubt, and there are still other significant sightings that provide substantial evidence. These include debris from spacecraft, landing traces that have no reason to exist other than a close approach of the UFO, photographs and movie footage that have no earthly explanation, and eyewitness reports that sometimes number in the hundreds and are frequently backed up by other forms of evidence.

In this book, I have also briefly referenced some of the cases that have been solved so that we may better understand the overall picture. The Pat Roach abduction, which I believe was the result of an episode of sleep paralysis, tells us something about the investigations by UFO researchers that must be addressed but also the attitudes of the authorities. Even armed with a solution for that particular experience, there are others that have no earthly solutions. The abduction of Charles Hickson and Calvin Parker in Pascagoula, Mississippi, in 1973 provides solid evidence that something truly alien occurred in that case.

UFO Sightings and Alien Visitations: Facts and Falsehoods is an examination of some of the best cases for alien visitation. In this examination, I also look at the skeptical side of the issue because, all too often, their explanations are invented for the sake of derailing the conversation. I admit that I have fallen into that trap myself. I had thought that the events surrounding the Varginha, Brazil, incident comprised a hysterical story told by three young women. The story is much more complex than that, however, and there are more than just the three young women who witnessed strange things.

The Belgium UFO flap of the early 1990s seemed to be defined by a single photograph of a triangular object that was revealed to be a hoax. That might have ended interest in the tale right then and there except that there were dozens of good sightings made by hundreds of people, including members of the Belgium military, that suggest something else. Again, we are swayed by that revelation of the hoaxed photograph and often fail to look beyond that.

The Levelland sightings of November 1957 were largely ignored by the U.S. Air Force, reducing the case to an argument over the number of witnesses who saw a craft and reported their car engines stalled. But I have learned that Air Force officers were on the scene the night of the sightings, and they were close enough for their car engines to stall. Days later, the Hockley County sheriff was shown a circular-burned area on a ranch outside town that hadn't been there before the sightings. Think of it. Here was a case in which dozens of people reported sightings of an egg-shaped craft. Many reported that their engines stalled as the object approached, and there were landing traces found, but the investigation by the Air Force lasted only about seven hours and concluded that the sightings were just ball lightning. Ball lightning is short lived and rarely larger and two feet in diameter. And the electrical phenomenon has never been associated with stalled engines.

I could go on, but I won't. I'll end this introduction by saying that I have talked with many of the witnesses in the various cases reported here; I have searched newspaper and museum archives, trying to weed out the nonsense so that we might understand what happened. I have talked with witnesses who have said they were threatened or ridiculed because they reported seeing an alien spacecraft.

The following are some of the most impressive cases suggesting alien visitation. Many of them provide solid evidence that we have been visited. All we have to do is remove the misinformation, and, in some cases, the disinformation, so we can learn the truth behind UFO phenomena.



A World of Alien Encounters

We in the United States too often spend our time investigating and reporting only on sightings here. We sometimes say that UFOs are a worldwide phenomenon, but we still focus on sightings at home and ignore the rest of the world. Nonetheless, many say the Egyptian, Roman, and Greek gods are alien visitors elevated to god status because they arrived from the sky and their technology looked to be magic. We can say the same for the gods of the Aztecs, Maya, and Incas, not to mention many of the other high civilizations that developed in Mesoamerica. The Aztecs, seeing the Spaniards, believed them to be gods returning, which partially led to their downfall.

Of course, we can also argue that there is nothing extraterrestrial about these gods. They were invented by the local population to explain the natural world around them and to supply spiritual guidance when needed. In our world, it is difficult to interpret the presence of gods or angels as seen in the ancient past. Erich von Däniken popularized the idea of gods as alien visitors with his book *Chariots of the Gods*. Although he was not the first to suggest it and was nearly a decade behind others, such as Brinsley Le Poer

Trench, a British earl, he was the first to travel to many of these archaeological sites.

You might say that it was the modern era of UFO reports that gave these speculations a foundation, and the fact that sightings occurred around the world suggested that the reports were not some kind of local, misunderstood natural phenomenon. When we move to the modern era, we see cases that are more comprehensive but are still told by various witnesses from various locations. We receive reports that lead us not to the traditional gods and demons of the ancient world but into the realm of space travel, alien civilizations, and government cover-ups.



The author of Chariots of the Gods, Swiss writer Erich von Däniken popularized the theory that mythology about the gods was inspired by visitations from aliens.

That is where we can begin our investigation.

Canadian Reports

Specifically, we can start our international inquiry into reports of alien creatures with a sighting made at Lake Ontario, Canada, in August 1914.

According to an account from the famous American ufologist Coral Lorenzen provided in *Flying Saucer Occupants*, Lorenzen had received a letter in 1966 from a man she later said was named William J. Kiehl. He wrote that he and two other Americans, along with a husband and wife and their three children, were hiding among the rocks on the shore of the lake as they watched a globular craft with a somewhat flat top. It was resting on the surface of the lake about 450 feet away. The witnesses estimated the craft was being 15 feet in diameter with a squareshaped, deck-like substruction at the waterline. Two small humanoid creatures were manipulating a narrow green hose that had kinks in it and seemed to be causing them some trouble. Kiehl thought there was a round object at the end of the hose.

According to Kiehl, the creatures were about four feet tall and dressed in tight-fitting suits that appeared iridescent, meaning the suits changed from purple to green, depending on the creatures' movement. Each of the beings wore some sort of square headpiece.

Three pipes could be seen coming out of the top of the craft. The heads and shoulders of three other beings could be seen there as well. The beings began to manipulate the pipes, but Kiehl didn't know what they were doing or what the purpose of the pipes were. These three wore yellow helmets or boxlike structures, and their clothes were khaki-colored. He said that the heads seemed to be too large for their bodies. That might be an observation based on the size of the helmets rather than the size of their heads.

According to Kiehl, the creatures were about four feet tall and dressed in tight-fitting suits that appeared iridescent, meaning the suits changed from purple to green, depending on the creatures' movement.

The three seemed to finish whatever they were doing, and the pipes retreated into the top of the craft and disappeared. At the same time, the two figures at the waterline finished, and a hatch was open at the bottom of the craft. One of the little men scrambled inside, and the object lifted out of the water. The other man grabbed on to a rail as the craft lifted to about 15 feet in the air. Kiehl could see the underside of the craft, which was dripping water. He described the underside as latticework made of dull metal.

The whole craft tipped back at a sharp angle and then shot off into the sky, with the one man still hanging on. It left a short vapor trail, only a few feet long. The object made no sound and quickly disappeared. Kiehl said that he didn't know what happened to the one creature that had been caught outside the craft when it had lifted off.

There are a couple of things that bother me about this story. First, it wasn't told to Lorenzen until 1966. If the estimates of the distance to the craft are correct, then the detail observed and reported by Kiehl must be more imagination than fact. He said that he saw the hose and thought it was about 2.5 inches in diameter. While he should have been able to see the two men struggling with something, his ability to see that it was a hose that small seems unlikely at the reported distance.

Kiehl said that they watched the little men and the object for about 10 minutes. That means that they should have gotten a good look at it. But then about a half century passed between the time that Kiehl and the others saw the object and when he made his report to Lorenzen, prompting an investigation by someone who Lorenzen described as a qualified member of the Aerial Phenomena Research Organization (APRO), the organization she founded with her husband, Jim.

A Similar Case in 1950

The story becomes even more interesting because Coral Lorenzen reported on a similar incident, also in Canada, on July 2, 1950. The source is unidentified, though Lorenzen had a complete file acknowledging the source as a senior executive of the Steep Rock Iron Mines, who, along with his wife, had just beached their boat on the shore of Sawtooth Bay. They were hit by what they described as a shock wave. The man thought there had been a dynamite blast somewhere close, but there had been no sound—just the shock wave.

He went to investigate and through a split in the rocks saw a large, shiny object sitting on the water about a quarter mile away. The craft had a metallic sheen, and he estimated that it was 48 feet in diameter. He hurried back to his wife, and they both then had a chance to see the UFO.

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He later described the object as looking like two saucers put together, lip to lip. There were portholes around the center of the craft where the saucers were joined. On top there seemed to be hatch covers that were open and 10 or so small creatures moving around. Protruding from the top was a kind of a hoop-shaped antenna that slowly rotated, somewhat reminiscent of a radar dish.

This hoop looked as if it was operated by one of the men rather than by a motor. The alien was wearing a kind of bright red helmet. The rest of the crew were wearing blue headgear. They were wearing dark clothing with shiny metal of some kind on the chest. The witness said that the creatures were about 3.5 or 4 feet tall. He saw no facial features, noting that the UFO was 1,200 feet away.

Interestingly, the witnesses said that the little men were working with green hoses that were dipped into the water. There was a humming sound coming from the craft. The witness thought that the UFO was taking on water with one hose and discharging it back into the lake with the other, which made no sense.

As the hoop rotated, the couple ducked when it was pointed at them. On one rotation, once they had ducked and looked again, all the creatures and the hoop were missing. The object began to lift off, and they saw that the part of the craft that had been in the water was red with a bit of a gold tint to it. There was a rush of wind as the UFO took off, and when it was about 45 degrees in the air, it just vanished.

Lorenzen pointed out that some of the details, such as the size of the craft, the use of green hoses dipped into the water, and the takeoff when their mission was completed matched Kiehl's report. Skeptics, according to Lorenzen, thought the witnesses in the 1914 case—which was not reported until 1966—could have learned about the 1950 sighting based on an article by Lorenzen that had been published in *Fate*. The timing was such that this could have been a source of contamination or the creation of a hoax.

Another Canadian Sighting

In October 1965, William Hertzke was working on a ranch northwest of Calgary, Alberta, Canada. He said that he was training a dog to work with cattle in bush country and was looking for calves or cattle that might be hiding in the bushes. While on the road, the horse spooked, and he thought the dog might have snapped at its hooves. He looked around for the dog, but out of the corner of his eye, he spotted a silvery-gray object. He said that originally, all he could see was the tail end of it.

He turned the horse around and rode to a point where he was able to see the whole craft. It had a similar shape to an airplane, but the wings didn't look right to him. The ship, as he now thought of it, was about 16 feet long tip to tip, and the winglike structures were about 12 feet long.

He said, in an interview published in Coral Lorenzen's book *UFOs Over the Americas*:

Now, the peculiar thing about it was that it had a waffle type exterior only on its sides, from a portion on the back to so far down its side toward the bottom. The bottom and the top had nothing on it. It was just silverish gray lookin' material and the dome portion of it looked like plexiglass. ... I could see right in. ... On the dashboard and top was a ... I'd say about a fourteen-inch screen. It looked like a

TV screen and just below that was a mass of dials and switches. ... On the top row was five dials and needles and figures on it. I couldn't see—I was out about ... I'd say twelve feet and I couldn't get my horse close enough to see what the figures were on it or anything like that.

He continued to give a detailed report on what he had seen, including that there were two bucket seats near the dashboard. He talked about something that looked like a telephone switchboard. He added that the knobs and switches were clear as if they were all made of plexiglass. He also said that the craft was hovering about 18 inches above the ground. His descriptions of the interior of the craft are very precise but, to me, don't seem to describe a technology that was very advanced, given what we have today.

On June 24, 1967, Hertzke was given a polygraph examination. The questions were submitted by Dr. Leo Sprinkle of the University of Wyoming. Inspector R. A. Roberts of the Calgary Police Department then had a Mr. Allan read the questions. For the most part, Hertzke's answers were labeled as truthful. A few were "deceptive," and the reasons might be that he thought his interpretation of the situation or his estimates about time, size, or distance might not be accurate. The one that was the most bothersome was when he was asked if he had read anything about UFOs before his sighting. He answered "No," but the machine indicated deception across all three indicia. I take that to mean that he had read about UFOs before his alleged sighting. However, when asked if he had been interested in UFOs prior to the sighting, he again said "No," and that was a truthful response.



Captain Edward J. Ruppelt, shown here (at left) in 1953 at Wright-Patterson AFB, worked on Project Blue Book and is credited with coining the term Unidentified Flying Object as a better alternative to “flying saucer.”

Other areas of deception were when he was asked if he had heard of Captain Edward Ruppelt of Project Blue Book, if he had read about NASA plans for a spacecraft to land on the moon, and if he had talked to anyone in the area about UFOs. However, of the 87 questions on the test, he answered most of them truthfully.

Coral Lorenzen provided a brief commentary on the results of the tests in her book. She wrote:

The deception responses to certain questions—such as, for instance, question 18 [Did the horse seem to be uneasy while tied to the willows?] seem to be meaningless. However, Mr. Allan pointed out what is probably a significant clue in Question 69. [Have you heard or read about Major Keyhoe?] Here the subject answered truthfully but the polygraph tracings indicated deception. When questioned on that particular point Hertzke revealed that because of a faulty memory he was not absolutely certain when he gave his answer—that is, he thought Keyhoe was the author of the book but was not sure. Therefore, some of the deception indications may result

from uncertainty rather than from deliberate deception.
Sprinkle and Roberts concur in this possibility.

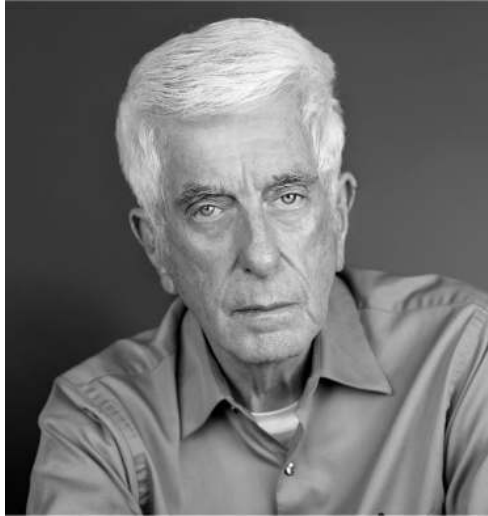
The case was interesting because of the descriptions of the interior of the craft, though it doesn't seem that Hertzke had entered it. All of his observations were made from the outside, and I find that a little strange.

South American Reports

Long before flying saucers were regularly reported in the United States, there were several sightings of alien craft in South America. In September 1943, Octavio Navarro Ocampo, driving near Cordoba, Argentina, spotted a large, saucer-shaped craft sitting on the ground, glowing with a bluish-green light. It made a whistling sound as it rose to about 300 feet and disappeared at fantastic speed, according to Jacques Vallée in his book *Passport to Magonia*.

In the months before the United States learned about flying saucers, a witness identified only by the initials C.A.V., who was about six miles south of Lima, Peru, saw a disc-shaped object hovering six or seven feet above the ground. He stopped, got out of his car, and thought about walking over to the craft.

Coral Lorenzen, who mentioned the case briefly in *Encounters with UFO Occupants*, provided a more detailed account in *UFOs Over the Americas*. APRO's representative in Peru, Richard Greenwell, reported that C.A.V. provided descriptions of the alien beings, saying, "Well, these creatures came out and ... well, I cannot remember the exact chronological order of the questions and answers but more or less, I asked them, 'Who are you?'"



An astronomer who worked at the Paris Observatory as well as a computer scientist who helped develop ARPANET, Jacques Vallée was a ufologist and theorized that aliens could be interdimensional beings.

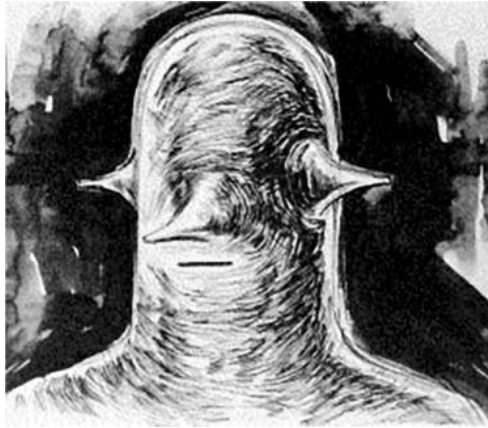
He said that the aliens reminded him of mummies. There was no exterior sign of sex, ears, or eyes. Although they had a humanoid appearance, their legs were fused together, and their hands looked like fingers in mittens, with an opposable thumb. The skin was sand-colored, and he saw no facial features. There was a transparent area where the eyes should have been. Years later, Charles Hickson and Calvin Parker in Pascagoula, Mississippi, would provide a somewhat similar description of aliens they said abducted them.

C.A.V. described one foot and said they didn't walk but floated. He said, "It was strange, they moved as if they were, I don't know, dancers."

When asked about the head, C.A.V. said, "The head had no features at all, except at about the height of the eyes there was an oblong substance like jelly with a sort of bubble in the center. It was the only exterior feature. No ears, no mouth, no nose, nothing. The nose, or where it should be, had a form of a nose, sort of like when you pass a tight stocking over your face."

The witness then said that the aliens spoke to him in English. Remember, the sighting is taking place in Peru, but the aliens didn't use Spanish at first. He said they assumed they were in North America, and he told them they were in South America. At that point, they switched to Spanish. Asked how they knew Spanish, they replied that they had learned many things about us,

meaning Earth, through the air. I suspect that meant through radio and television broadcasts.



A drawing of the head of the alien as described by Charles Hickson.

The aliens said they wanted to speak to his chief, and C.A.V. responded that there were many chiefs, or did they mean the president? In this case, it would have been the leader in Peru.

Interestingly, in the conversation, C.A.V. was telling them about the strife in the world. They said they had overcome those same problems centuries ago. They also said they were concerned because those of us on Earth were now “playing around with a new substance that could endanger the peace of the world ... of the universe.”

The interview continued with dozens of additional questions, some of them repeated over and over. At the end, Lorenzen wrote that the case was still being studied, and she expected C.A.V. to travel to the United States for questioning under hypnosis. I found no evidence that he ever made it to the United States and no evidence that he had ever been subjected to hypnotic regression.

Lorenzen wrote that there was a possibility that C.A.V.’s experience was the result of a hallucination but added that there was also evidence that this was a real experience. That evidence seemed to be that those who hallucinate UFO occupants tend to describe those creatures as pleasant looking, which was not the case here. That is a very thin sort of evidence, but sometimes

UFO investigators reach for the best they have even if it is more speculation than actual evidence.

Although I had originally suggested that the sighting was of a low reliability, in today's world I noticed a couple of important observations. C.A.V. couldn't have known about the aliens seen by Charles Hickson and Calvin Parker simply because that event had not yet taken place. As noted, his description of the alien creatures is a close match to that given by Hickson and Parker. Coral Lorenzen mentioned the case in two of her books, both published in 1968, or about five years before the Hickson-Parker abduction.

Peruvian Air Force Intercept— 1980

In a very rare incident, Peruvian Air Force lieutenant Oscar Santa Maria Huertas fired several bursts of 30 mm machine-gun fire at a UFO on April 11, 1980. There were over 1,800 witnesses to what was described as an “unidentified balloon-shaped object” hovering about 1,600 feet over their military installation. Huertas was ordered to intercept the UFO and to shoot it down.

I had the opportunity to speak with Huertas in Washington, D.C., at a hearing held at the Press Club in 2013. He confirmed for me that the following tale of his “dogfight” with the “balloon” is an accurate representation of his encounter.

He said that the UFO was a spherical object. The top was a cream-colored glass dome with a wide, metallic-gray base. It was about 35 feet in diameter. There were no exhaust ports, it did not rotate, and it had no windows. He said that it moved at a high speed and maintained its distance from him even as he chased at speeds that broke through the sound barrier.

Once off the ground and at altitude, Huertas said that he never took his eyes off the target. He attacked from the northwest to keep the sun at his left, and he avoided hitting the base with friendly fire. After reaching about 8,000 feet, he maneuvered his aircraft around and aimed at the balloon. He fired 64 rounds from his guns, creating what he called a cone-shaped wall of fire that should have shredded the balloon, knocking it out of the sky. The fact that the balloon wasn't destroyed is suggestive that it was something more substantial than a balloon.

I asked if he was sure he had hit the object. He explained that it looked as if the rounds had been absorbed by the UFO, and it was apparently undamaged. At that point the UFO began to rise rapidly and flew away from the base, suggesting that it was undamaged by the machine-gun fire. Huertas gave chase.

For just over 20 minutes, he maneuvered near the object. He had to dodge around it during the interception to avoid colliding with it. Once he realized that it was hovering—or, as he termed it, it was “static”—he climbed above it to attack from a higher altitude. Huertas said that the UFO was now moving away from him and climbing at the same time.

Chasing the object at Mach 1.2, he was quickly running out of fuel and was forced to break off the chase. He returned to the base. Once on the ground, he learned that while he chased the object, his fighter was painted by the base radar, but the UFO was not. The radar operators, as well as others on the base, were able to see the UFO, which they described as large and luminous, but there was no radar confirmation of it.

According to Huertas, he was never interviewed by any official of the U.S. government, civilian or military. However, there is a document dated June 3, 1980, titled “UFO Sighted in Peru.” It tells of the attempted intercept and then concludes that the origin of the object is unknown, which, of course, is not to say it was of alien construction. The dynamics of the chase and the speeds and maneuverability of the craft suggest an off-world origin and that it was not the balloon that some claimed it to be.

While I talked with him (in English because his English was much better than my Spanish), he said that he didn't know what he had chased. He said that he got chills just thinking about the event.

Radar Contact— 1986

On May 19, 1986, at about 9:00 P.M., both military and civilian radars at São Paulo and Rio de Janeiro, Brazil, painted (that is, identified) UFOs. Pilots flying in the vicinity of the airports reported that the UFOs were painted on their onboard radars as well. Reporters were told that the fighters had been scrambled because there were UFOs “saturating the radar and interfering with air traffic.” This was originally based on the radar sightings.

About 10 minutes later, Colonel Ozires Silva said that he was about to land at São José dos Campos when he and his friend saw red-orange lights. Silva decided to give chase.

He was quoted in *The A.P.R.O. Bulletin* as saying, “It wasn’t like any of the classical flying objects seen in the movies. It wasn’t in the form of a flying saucer or a plate. Instead, what I saw were illuminated points.” He said the light blinked on and off, reappearing in a different place each time. After 30 minutes, Silva gave up the chase.

At 10:23 P.M., three Northrop F-5 fighters took off from Santa Cruz Air Force Base. One of the pilots, Lieutenant Kleber Caldas Marinho, reported that he was within 12 miles of one of the UFOs. He said that the UFO changed color from white to red but that it was mostly white. He had to return to base. According to a quote in *The A.P.R.O. Bulletin*, he said, “It was not a star, and it couldn’t have been another plane. It couldn’t have been anything now existing.”



When radar picked up mysterious signals near Rio de Janeiro, three F-5 fighters were dispatched from the Santa Cruz AFB to investigate.

Another of the F-5 fighter pilots, Captain Marcio Jordac, said that he saw a red light that didn't vary but was moving. He said that he got to within 25 miles but couldn't go any faster in his attempt to catch the UFO. He said that visibility was great. There were no clouds and no other air traffic in the area.

The pilot of another fighter chased a UFO that was changing colors from red to white to green to red, but he ran low on fuel before he could get close to the UFO. Both his fighter and the UFO were painted on the fighters' onboard radar and by radar on the ground.

About a half hour later, at 10:50 P.M., the pilot of a French-made Dassault Mirage III fighter claimed he was surrounded by about a dozen UFOs that were invisible except to radar. They climbed away at speeds that were impossible for conventional jets, including the most advanced fighters, to obtain.

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bright stars and planets seen under unusual circumstances, these sightings have the added benefit of radar contact.

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Colonel Sidney Obino Azambuja, the chief of staff of the Brazilian Aerospace Defense Command, reported, “The radar blips persisted. We had a phenomenon, and they were seen.”

Varginha, Brazil— 1996

A very important case was reported in January 1996 in Varginha, Brazil. Given the number of witnesses, the recovered physical evidence, and the alleged capture of several alien creatures, according to the investigators, the case rivals the 1947 Roswell incident in importance. In fact, if all is true about the case, it is the most important of the UFO retrievals to have been reported because of the capture of the alien creatures.

I confess that I hadn’t paid much attention to this case at first because it was nearly impossible for me to travel to Brazil to interview the witnesses and examine the evidence. However, I have finally read Thiago Luiz Ticchetti’s comprehensive report on the case, and I know him to be a careful and reliable investigator. We have corresponded for many years, and he has verified the information that I am reporting here.

According to his investigation, there were UFO sightings in the region in the days that preceded what some consider the main event. It was reported

that many local investigators assumed that the Brazilian authorities had been warned that U.S. satellites had detected flying objects. While that didn't explain sightings, it did add another level to the rumors surrounding the case.

That is an interesting claim. The locals were reporting the strange lights, orbs, and even cigar-shaped objects, and the U.S. military had detected some of that activity using satellite technology. If true, that is an amazing fact because it reveals that the United States has the capability to detect the UFOs. It suggests there was coordination between the United States and Brazil in that investigation decades ago, but both governments kept that information secret. In fact, there seemed to be an indication that something had crashed near Varginha prior to the main event and that the Brazilian military knew where it had hit. They were on the scene of the crash, restricting access to it and chasing away those who were not properly cleared before any civilians were aware that something had happened.



A water tower in the shape of a UFO was constructed in Varginha, Brazil, to commemorate the 1996 sighting.

Ticchetti reported that a businessman and ultralight pilot, Carlos de Souza, said that early in the morning of January 13, as he drove along about five kilometers from Varginha, he thought his car's engine was making a strange noise. After he stopped and got out, he spotted what he described as a cylindrical airship flying about 150 feet overhead. He said that it was metallic, polished, and reflected the sun. He saw a hole in the right side that was pouring smoke and realized the craft was about to crash.

He was curious enough that he decided to go in search of the wreck, but the lack of good roads in the area made it difficult. Finally, he found a dirt road and came upon a field filled with metallic debris that he said looked more like tinfoil than anything else. He picked up a piece that was thin and light and, when wadded, seemed to return to its original shape. Yes, this sounds suspiciously like descriptions of the metallic debris found in New Mexico in 1947 by Major Jesse Marcel Sr. and William B. Brazel (also known as Bill or Mack). Brazel had told Roswell investigator Don Schmitt and me about that thin, light metal that, when wadded, would return to its original shape.

In the distance there was an Army helicopter, two tarps, an ambulance, and three cars. Before he got too close, he was approached by two soldiers shouting, “Go away. You saw nothing.”

Souza didn’t move right away, but two more soldiers appeared to back up the first two. They forced him from the scene. He left, drove to a restaurant, and was immediately approached by a man who asked if he was Carlos de Souza. When he said, “Yes,” the man told him, “What you saw, I saw, too. You should not talk to anyone about it.” It wasn’t clear how the man knew Souza or knew what he had seen, but his message was clear. Souza was to forget about the sighting.



Bill Brazel, son of Mack Brazel who discovered the debris field, found a few fragments that his father said looked like the contraption he found. Brazel told the author that the most fascinating of those fragments was something like aluminum foil that, when folded and released, would return to its original shape.

There were others who had allegedly seen part of the early retrieval operation, but most have not told anyone what they saw that night. Joao Bosco Manoel said that he saw a parked fire truck. He walked over to half a dozen firefighters and asked what had happened. He knew that something weird was going on but wasn't sure what it was.

Again, according to what Ticchetti reported, Manoel watched four gloved firefighters carry a net with a strange creature inside it. He didn't see much else, and it appeared that the firefighters were attempting to conceal the creature from the onlookers. When they reached the truck, those there helped load the creature into the back of the back of the vehicle so that it was out of sight.

There were other reports and other witnesses to all the strangeness, some who agreed to tell what they had seen if their names were left out of the reports. The witnesses' interviews seemed to suggest there had been three creatures that were eventually captured by the military or the fire department or the police. Souza, among others, saw the remains of a wrecked craft, and according to Souza, the debris displayed a technology that didn't exist on Earth then or now.



Bill Brazel (left) talks with Don Schmitt while standing on the debris field (photo: Kevin Randle).

According to Ticchetti, the report that garnered the most media and worldwide attention was made by two young women and a teenager: Katia Andrade Xavier, Liliand Fatima de Silva, and Valquiria Aparecida Silva. They were outside a local restaurant late one afternoon when they saw a thin, dark-skinned, hairless creature that had two legs and enormous feet. It had two arms and hands, each with three fingers, and a huge head with three bony protrusions, one on each side of its head and one in the middle. They also saw three huge, red eyes.

At first, they thought it was a statue, but it then turned its head. Because of the blazing-red eyes, they feared they were seeing a devil. They fled, running home to tell their mothers what they had seen. The mothers and daughters all returned to the area where the devil had been, but there was nothing there except large footprints and a horrible odor.

This sighting by the three young women is the report that I heard originally, and I was not overly impressed by it. Three young women, the oldest 22

and the youngest only 14, who had been terrified by some foreign creature in the middle of the afternoon didn't seem reliable. I thought it to be a case of overreaction to something mundane seen under strange circumstances, even if it was the middle of the afternoon. But I have since learned more about the sequence of events that led up to that sighting and the involvement of government officials from Brazil and the United States in the investigation of what is described as an alien craft.

On January 20 there was bad weather with pouring rain and huge hailstones. The police and firefighters were again in the area. The bad weather was their cover story, which they used to tell residents they were looking for damage from the storm. Some of the local residents knew that there were other creatures in the area and that police and firefighters were searching for those creatures. They had no interest in storm damage.

Some three hours later, between 6:15 and 7:30 P.M., two members of the Intelligence Service, Marco Eli Chereze and Eric Lopes, were in search of the creatures. By the time they were on the scene, the story told by the girls was well known in and around the city. Ordered into the area, the two men spotted something in the shadows and stopped their vehicle. Both got out, and according to the report, Chereze saw the entity first, and they pursued it into a nearby pasture. They realized that it wasn't an animal but thought it was an injured and deformed human.

It did not struggle as they approached, and despite its strange appearance, they put it in their car after capturing it. They drove the creature to a health post in the city but were turned away by the medical staff. They then drove to the Hospital Regional de Minas in Varginha. It wasn't long before the hospital was filled with police and military. The hospital staff gave it oxygen, attempting to save its life, but it died anyway. The body was taken to the Hospital Humanitas.

On January 22, the government authorities began a cover-up operation as they transferred the bodies to a new facility. Fifteen people were involved in the transfer, including doctors, nurses, and soldiers. Apparently, three creatures had originally been captured, but all three died quickly. The bodies were taken away in three trucks.

Witnesses to all this included Dr. Marcos Carvalho, Eduardo Bertoldo Praxede, and a watchman at the Parmalat Factory. The watchman said that for several days there had been unusual activity at the Army Cadets Preparatory School, but he didn't add much to the story.

Eventually, the creatures were taken to the University of Campinas, where medical examiners Badan Palhares and Conradin Metz performed autopsies. Lab workers reported they were prevented from entering the restricted areas where the creatures were taken or while the procedures were underway. According to three other military sources, one of the creatures was taken to an underground laboratory at the university. All of this was deemed highly unusual, and there were rumors about strange metal fragments that were taken to the Aeronautical Technological Center in São José dos Campos, where they were examined in underground labs, which seemed to confirm the weirdness of the situation.

Back at the university, employees there said they saw a metallic box associated with Palhares delivered, with what appeared to be air holes drilled in it. A nurse accompanied two soldiers carrying the box to a room, where they left it. No one else was allowed to enter, but Palhares was seen carrying fruits, vegetables, and milk into the room. That raised questions about what was in the box and the room. Some mentioned a terrible odor, which had been associated with the creatures captured around Varginha.

On January 23, a propeller-driven aircraft used for moving cargo and passengers took off from the Canoas Air Base carrying three containers, a box, and soldiers. The plane was alleged to be carrying a new radar system for Varginha because of all the UFO activity in the area.

Two days later, on January 25, a helicopter carrying U.S. military personnel landed at the regional airport. Intelligence specialists also arrived from several organizations based in the United States. The next day came the arrival of NASA representatives. The NASA personnel were allegedly there to select Brazilian scientists for a future space flight mission but not to investigate any of the sightings, the recovery of strange metallic debris, or the capture of the alien creatures.

While all this seemed strange and more than a little coincidental, there were other developments. In early February, Marco Eli Chereze, one of the two

soldiers who had captured one of the alien creatures, became sick. He had a fever and aches all over his body. He was admitted to one hospital but then transferred to the intensive care ward in the Regional Hospital. He died the following day. He was buried within hours of his death. Doctors said he suffered from a very serious disease, and they were worried about contamination. I have to wonder if they really would have buried the body without taking samples for later study under controlled conditions, and if they were worried about contamination, why they didn't cremate the body.

In early February, Marco Eli Chereze, one of the two soldiers who had captured one of the alien creatures, became sick. He had a fever and aches all over his body. He was admitted to one hospital but then transferred to the intensive care ward in the Regional Hospital. He died the following day.

The strangeness didn't end there. On April 21, Terezinha Gallo Clepf stepped out of the restaurant where she had been celebrating her birthday. Although it was dark, she spotted a horrifying creature that matched the descriptions given by the three girls days earlier. The only difference was that it was wearing a yellow helmet. Frightened, she returned to the restaurant but a few minutes later went back outside. The creature was still there. I don't know why there was another creature in the area so long after the others had been captured.

On April 29, Luzia Helena Silva, the mother of two of the girls who had reported seeing a creature weeks earlier, was visited by four men who did not identify themselves. They offered the woman money if she would record a statement that it was all a joke that had gotten out of hand. That was something of a change from unidentified individuals threatening witnesses to keep them quiet. The monetary bribe didn't seem to have much effect.

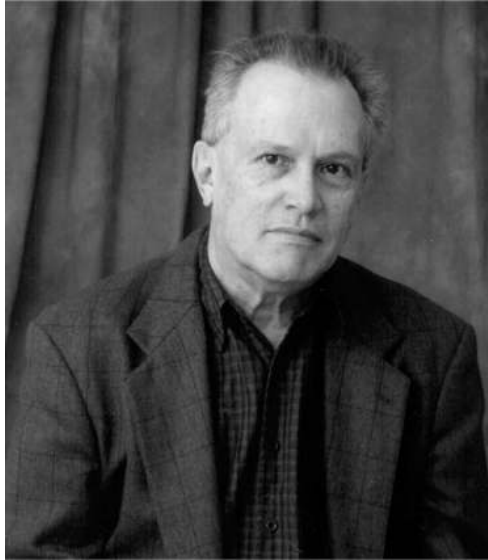
Others who had witnessed other aspects of this complicated tale were also visited. Joao Bosco Manoel said that strangers approached him on three separate occasions, suggesting that he not talk about what he had seen. They didn't offer him any money to remain quiet.

On May 8, Brigadier General Sergio Pedro Coelho Lima called a press conference to explain the situation. He said that no soldiers from his command had participated in the alleged operation related to the rumors flying around Varginha. But according to a BBC report, Lima and Major Calza appeared in a video saying, "That day there was a malformed and mentally disabled dwarf who was injured by the hailstorm and wandered by Varginha scaring residents, together with his wife, another dwarf, who besides that, was pregnant and just about going into labor." Calza also said, "That was when we [the Army] caught the creatures." He also said that the couple had been taken by Army truck to the Regional Hospital.

Official statements were also issued to explain the trucks seen in the area between January 20 and 22. The trucks had been sent to the Automaco Comercial e Importadora for steering alignment and wheel balancing. The problem was that the business had not been open on those dates, suggesting an invented explanation.

The statement went on to explain the other strange activities over the days that followed. Investigations by civilian UFO researchers contradicted certain statements. The explanation given for relocating two dead alien creatures was that these were the bones of dead people from Araguaia that had been with the unit for years.

Civilian researchers in the area found additional witnesses, yielding evidence of officials' attempts to suppress the testimony of civilian witnesses and relegate the whole case to the three frightened girls who overreacted. The truth is that something strange happened, and if alien beings were recovered after the crash of a spacecraft, then this case takes on the importance of the Roswell UFO case. Like Roswell, it is not a report by a single witness but the accumulation of many reports by independent witnesses. It is a case where the movements of officials and the military suggest something more important than I originally thought, which is a situation similar to Roswell.



Author Jerome Clark has written a number of books on UFOs and the paranormal and has appeared on such TV shows as Unsolved Mysteries and Sightings.

Jerome Clark, in the third edition of his massive *UFO Encyclopedia*, provided some interesting commentary. He wrote:

This complex story, ably relayed by our friend and colleague Thiago Luiz Ticchetti, is surely the single most extraordinary claim made anywhere in this encyclopedia. It relates a high-strangeness CE3 [close encounter of the third kind, meaning a landing craft and a sighting of alien creatures]—there is no shortage of those worldwide—but more fundamentally, it demands that we believe that the Brazilian government possesses ironclad proof of otherworldly visitation in the form of actual biological entities. That would make this the story of the century, if not the millennium. Our advice is to suspend judgment and wait for new, clarifying developments.

The only real difference between this case and that of Roswell is that this was in Brazil. The elements are the same, with civilian and military witnesses; evidence of the recovery of alien creatures, including a suggestion that at least one had survived; and work by the government to cover up the retrieval. The United States and Brazil offered mundane explanations for the reported recoveries, but it seems that both governments

have been less than candid. It reflects the status of UFO research at the time, but the case, if proven to be a true crash and retrieval, could end the debate about alien visitation once and for all.

France and Italy—1954

In 1954, France was the scene of hundreds of UFO sightings that included many of the features seen in other cases, including electromagnetic effects, animal reactions, and reports of induced paralysis. One of the first of these sightings began when Marius Dewilde was awakened by his dog howling, attempting to get inside the house near Valenciennes, on September 10, 1954. Dewilde grabbed his flashlight and went out to his garden to see what the trouble was. He spotted a dark object sitting on the railroad bed, and not far away were two small creatures.

He described them as “very short, probably less than three and a half feet tall, but very wide in the shoulders, and the helmets protecting their heads looked enormous. I could see their legs, small in proportion to their height.... I couldn’t see any arms.”

He described them as “very short, probably less than three and a half feet tall, but very wide in the shoulders, and the helmets protecting their heads looked enormous. I could see their legs, small in proportion to their height.... I couldn’t see any arms.” As others would report, these creatures appeared to be wearing one-piece diving suits with helmets.

Dewilde walked closer, thinking he could capture one of them. When he was about six feet away, he was blinded by a bright orange light from the craft, and that stopped him dead in his tracks. He later said, “I closed my eyes and tried to yell, but I couldn’t. It was just as if I had been paralyzed. I tried to move, but my legs wouldn’t obey me.”

When the light went out, Dewilde was again able to move. The creatures scrambled back into their craft. It lifted off, climbing vertically into the night sky with a low whistling sound. Later, when he examined the railroad ties, he found deep depressions that suggested a craft weighing about 30 tons had been standing there.

Although Dewilde reported the sighting to the local police, his state of agitation caused the police to believe he was crazy. He then told his story to the police commissioner, who took the case seriously. There was an investigation that involved several official French government agencies before it was over.

Additional Cases of Paralysis

On October 14, three French men, two identified as Olivier and Perano, spotted a reddish, disc-shaped craft that they estimated to be 14 feet in diameter. A small being wearing a diving suit was standing near it. The creature's head was described as almost too large for its body. There were two enormous eyes staring at them. When one of the witnesses approached the craft, he was suddenly paralyzed. As the UFO took off, that man was thrown to the ground.

On October 16 came the case that seemed to marry the paralysis with the electromagnetic effects. Dr. Henri Robert, while driving through Baillolet, saw four objects in an echelon formation flying overhead. One of the UFOs dropped out, descending in what Robert described as a falling leaf pattern, finally landing about 300 feet away. Robert felt an electric shock as his car's engine failed and the headlights dimmed. He was unable to move as he watched a figure, about four or five feet tall, moving in the light of the object, then all went dark. Later, the headlights came on, and the craft took off to the north.

A sighting from Italy on October 20 reinforces the importance of these cases. Renzo Pugina had just parked his car when he spotted a being wearing a “scaly,” glowing suit. The creature was about five feet tall and standing near a tree. It aimed a “flashlight” at him, striking him with a beam. Pugina was momentarily paralyzed until he was able to clench his fist, breaking the paralysis. He then attempted to attack the intruder, which escaped with a soft whirring sound.

The next day, also in Italy, a young man heard a rustling noise as he walked through a field and saw a strange craft on the ground. As he approached, he saw a being he thought of as the pilot wearing a diving suit; the being was exiting the object, which was emitting a bronzegreen light. The witness was suddenly paralyzed. A barking dog apparently frightened the being, who then ran back to his craft.

These few occupant cases, of the many reported throughout Europe, are interesting because the witnesses were affected by something associated with the sighting. They were paralyzed until the object took off, and then the witnesses were able to move again. They felt heat or electric shocks. It might be thought of as one version of the stalling of a car, which, of course, happened in one of the cases as well. Those sorts of electromagnetic cases were also reported many times during the wave.

Other EM Effects

On October 21 in Citeuil-la-Magdeleine in France, for example, a bricklayer named Fillonneau said his car was stopped as a large ball of fire flew near it. When the witness attempted to restart his car, he found the battery was dead and the headlights were burned out. The police failed to find a cause for the damage to the vehicle.

Three days later, on October 24, a motorcyclist near Viozat in France had his engine die suddenly. He was just beginning to look for the trouble when he spotted an egg-shaped object beginning to climb into the sky. The UFO

left a bright trail behind it. The motorcycle could be restarted once the UFO disappeared.

Then, on October 27, another motorcycle failed, this time at a location where a UFO had been seen just two hours earlier. A farmer, Gilbert Hee, was picking pears when he spotted an elongated object with lights at both ends. A moment later the lights went out, and Hee lost interest in the craft, returning home.



A witness in France reported seeing an egg-shaped UFO climbing into the sky and leaving a luminous trail behind it.

Two hours later, a man identified only as Charadame, fell from his motorcycle as it failed at the spot where Hee had seen the UFO. It had moved slightly from the original spot, and two creatures were seen nearby. They were only about 3.5 feet tall, wore clothes that looked like bright armor, and walked with a stiff gait. They vanished suddenly, and the craft took off.

Near Buchy, a man identified only as Mr. R. L. saw a luminous craft take off while he felt the prickling of electrical shock and was then paralyzed. The engine of his car slowed but did not stall completely. When the object was gone, the paralysis broke, and his car began to function normally.

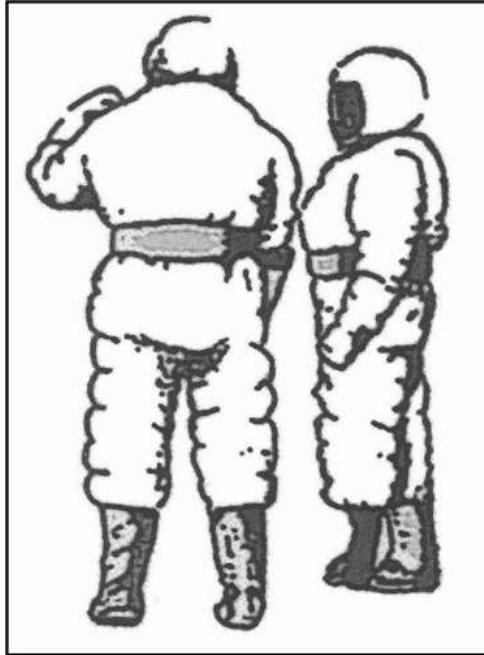
Amerigo Lorenzizi, a farmer living near Isola, Italy, said that he had seen a bright, cigar-shaped craft land close to him on November 14. Three dwarfs exited, all wearing what he called metallic diving suits. They were drawn to his rabbits, and, fearing they were going to steal them, Lorenzizi raised his

rifle. It failed to fire, and Lorenzizi suddenly became so weak that he dropped his weapon. The beings stole the rabbits and returned to their UFO, which took off, leaving a bright trail.

In what might be considered a clue to the failure of various engines, witnesses in Forli, Italy, said they saw a bright red light from some sort of flying source. It played across two tractors, and one of them stalled. The other, equipped with a diesel engine, continued to work. That bright beam was seen by hundreds as it played across the area for about an hour. There is something of a discrepancy in reports of this case. Coral Lorenzen, in her book *UFOs: The Whole Story*, reported that there were three tractors involved, two with gasoline engines and one with a diesel. The tractor drivers fled when the UFO appeared, and when they returned, the UFO was gone. The gasoline engines were still malfunctioning, though not to the point of complete failure.

Aliens in Diving Suits

At the same time as the above events—in October and November of 1954—there were also dozens of reports of figures wearing what looked like some sort of breathing apparatus. In these cases, there was no evidence of paralysis of the witnesses and no information suggesting that the close approach of their craft would stall car engines or dim headlights. What is interesting is the number of reports of these creatures wearing diving suits and helmets. The suggestion seems to be that the aliens could not breathe our atmosphere and that they wore protective gear to compensate for that inability. Rarely do witnesses report any sort of breathing or protective apparatus worn by the aliens in other sightings and in other parts of the world, but in 1954, it was seen frequently and mentioned regularly.



During the 1954 French wave of sightings, many witnesses described aliens who seemed to be wearing diving suits and breathing aparatuses.

Although I have mentioned these diving suits in the reports that included paralysis and stalled engines, examples of these other cases might provide some clues about the aliens. On September 30, Georges Gatay, near Marcilly-sur-Vienne, France, along with seven other construction workers, saw a disc “at ground level,” which suggests that it had landed. There was a humanoid creature standing near it wearing a helmet. Both vanished quickly.

Angelo Girardo was on his way to work on October 3 when he saw a small disc, about 10 feet in diameter, and a small being wearing a diving suit standing near it. The craft took off at a fantastic speed. There is little other detail about the case.

Add to all this the landing trace cases—that is, the physical evidence left by UFOs, such as flattened glass or burned vegetation—that were also reported during the wave, and an important picture begins to emerge. On October 3, near Ronsenac, France, Jean Allary saw a disc-shaped craft that seemed to be floating on the ground. There were luminous spots on it, but it took on a total glow as it lifted off. An examination of the site revealed flattened and

scorched grass about 25 feet in diameter near the spot where the UFO had been seen.

A case that seemed to incorporate several of the elements from other sightings was reported on September 26. Madame Laboeuf was gathering mushrooms when a dog began to bark and howl. Looking around, she saw the dog standing at the edge of a wheat field in front of something she took to be a scarecrow.

She walked toward the dog but noticed that the scarecrow was wearing a sort of diving suit that seemed to be translucent. The scarecrow, or being, was about three feet tall and was also wearing a diving helmet made of the same translucent material. After staring at the scarecrow for a moment, she realized there was something inside the diving suit and that it was looking at her with eyes larger than human eyes. She would later say it resembled “a child in a plastic bag.”

At that point, the creature began to move toward her, and she became frightened. She screamed once and then ran into a nearby thicket to hide. When she looked back, she could no longer see the scarecrow, but the dog began to howl again. It was joined by others.

A large, flattened, and metallic-appearing disc rose from behind some trees in the nearby forest and flew away at a low altitude. It was making a whistling sound as it flew. It climbed over the wheat field, turned, and flew off to the northeast at a high speed.

Laboeuf’s husband heard the noise and screams and the whistling sound of the UFO. He ran outside to find out what was happening. Others from the village, men, women and children, also alerted by the commotion, made their way into the area where Laboeuf was standing.

They all searched the area and found a place where the UFO had apparently touched down. They described a circular area about 10 or 11 feet in diameter in which the bushes had been crushed by something heavy. A large branch from a tree at the edge of the circle had been broken as if pushed from above. And the wheat in the field over which the low-flying UFO had traveled was also flattened, showing the path the UFO had taken.

On October 9, as J. P. Mitto was returning home from Toulouse with two friends, they saw two small figures cross the road. They were about the size of 11-year-old children. The beings entered a pasture, and the witnesses saw a convex-shaped disc rise vertically and shoot upward rapidly. It was about 20 feet in diameter, orange, and looked as if it had been sucked into the sky. A brown, oily residue was found at the site.



Madame Laboeuf screamed as she witnessed the large metallic shape fly up from behind some trees and then fly off over a wheat field.

In Boaria Terme, Italy, a farmer leading his cattle to water on October 15 saw something fly over his house. The cows panicked and scattered, throwing a girl to the ground as the object flashed a light toward them. The witness fled to his house, but three others saw the craft leave the area. They said the craft was egg-shaped and was surrounded by yellow and blue flames. Flying close to the ground, it radiated intense heat. The little pond where the cows were normally watered suddenly dried up, and haystacks nearby burst into flame as the UFO flew over. Some of the cattle also showed signs of having been burned.

On November 5 at La Roche-en-Brenil, Raymond R. saw an object that glowed orange and made a racket like that of a large generator. It landed in a pasture, and he saw three men standing near it. One held a box that emitted a beam of light, and the other two held objects that he thought might have been weapons. There were four photographs taken of the landing, but they have not been widely published. Physical traces were later

found at the landing site. A white, ashlike substance and a circle about 10 feet in diameter were found, suggesting that something had touched down there.

There are, of course, many other sightings that contain all the elements described here. These sightings spread over weeks across southern Europe, with a concentration in France and later Italy. What they have in common are the descriptions of the creatures, the objects, and the traces they left, along with many witnesses basically agreeing they had seen something extraordinary.

Belgium— 1989

Nearly all the accounts of the Belgian wave of UFO reports begin with the first sightings of a triangular-shaped object on November 29, 1989. More than 120 people, including 13 police officers, were among the witnesses around Eupen, Belgium. The object, with shining lights, was seen at close range. Although it was a multiple-witness case, it was a sighting of what is described as nocturnal lights simply because nothing solid was reported. It did, however, mark the beginning of a series of sightings throughout that part of Europe that would produce some interesting and impressive evidence and quite a bit of controversy.

Just two days later, on December 1, Francesco Valenzano was driving through Ans, a city in Liège Province, when his daughter shouted that he should look up. In the sky above them was a large, triangular-shaped object that drifted along slowly, just above the buildings of the town square. Finally, it flew off toward another village.

On December 11, Belgian Army Lieutenant Colonel Andre Amond, while driving with his wife, spotted a slow-moving, strangely lit object at low altitude. Amond stopped the car so that he could get a better look at the UFO. It flashed a beam of light at him and began to approach. Amond's wife screamed, demanding they get out of the area.



This illustration of the triangular UFO was created based on the testimonies of several witnesses in Belgium.

Amond later said that the object then departed rapidly. He told investigators that he had been impressed by the slowness with which the object moved originally, and then with its speed as it flashed away. The object made no noise as it maneuvered, which suggested to him that it was not a helicopter or other conventional aircraft. He believed it was something not of this Earth.

The day after Amond's sighting, on December 12, and in response to the growing wave, the Eupen police and the Belgian Society for the Study of Spatial Phenomena (SOBEPS, a civilian organization interested in UFOs) held a press conference in Brussels. At this press conference were Belgian Air Force officers who would be investigating the sightings and Guy Coëme, the Belgian defense minister.

No solutions for the series of sightings were offered. The express purpose of the conference was to inform the media and the public about the sightings and let everyone know what was to be done. It was the first time

that anyone with the Belgian Ministry of Defense had spoken publicly on the topic of flying saucers.

Not long after the press conference, one of the daily newspapers printed a story suggesting the UFOs were American F-117As stealth fighters on secret test flights. The reporter claimed the explanation had come from Washington but offered no proof. Although the F-117A bore a slight resemblance to the triangular UFO, especially when seen from certain angles, it could not drift along at slow speeds. The pattern of lights reported by the witnesses did not match those on the aircraft. Even military aircraft would carry conventional navigation and anti-collision lights demanded by civilian authorities worldwide.

Auguste Meessen, a professor of physics at the Catholic University at Louvain, investigated the F-117 stealth fighter explanation and learned that it had not come from Washington as the reporter had claimed. The story had originated in Finland. A writer for *Het Laatste Nieuws* said that he had just read an article about the F-117A and had wanted to inform his readers about the strange-looking aircraft that had a triangular shape. To make the article interesting, he had suggested that the recent UFO sightings in Belgium might have been caused by the stealth fighter. He had no inside knowledge and had spoken to no one in Washington. It was just wild speculation on his part that added to the confusion. As happens all too often, other newspapers grabbed the explanation and published it without trying to verify it with a simple telephone call to Washington, D.C.

Lieutenant Colonel [later Brigadier General] Wilfried De Brouwer, the chief of operations of the Belgian Air Force, told Meessen that they had sought help from the American Embassy to find solutions for the sightings. Had the F-117 been the culprit in the sightings, De Brouwer would have been told about the flights prior to them being made. The U.S. Air Force (USAF) does not routinely invade the airspace of a friendly, foreign nation with training flights or military missions without alerting that nation to those flights.

But even the negative press in the local area didn't discourage more sightings and additional reports. On December 12, 1989, a witness who wished to remain unidentified was awakened by a throbbing sound. He

believed that a circulation pump was about to fail, so he picked up a flashlight and headed out toward the boiler. When he shut down the pump, he could still hear the noise. It was coming from outside.

As soon as he stepped out, his attention was drawn to an oval-shaped object hovering between two fir trees. In the bright light of the moon, he could see the object clearly. There were small lights around the perimeter that changed color from blue to red and back to blue. The object looked metallic. At the front was a window or porthole of some kind.

After a few minutes, the object rose slightly, and the sound coming from it changed. It began to drift toward a meadow, shining searchlightlike beams under it. The object then disappeared behind a house, but a moment later a well-defined, bright light shot into the sky. The witness was too frightened to investigate. Instead, he quickly returned to his house.

Unlike so many others who saw the strange objects, this man reported his sighting to the police. A search of the fields conducted by the police and the Belgian Army turned up a giant circular area. The grass had been cut as if by a lawn mower. There were also traces of some sort of yellow material on the grass. This case would become important because the witness saw the object clearly and there was physical evidence of its passing.



The Lockheed F-117 Nighthawk has a distinct triangular shape that could easily be mistaken for an exotic alien craft by someone unfamiliar with the military plane.

Others later claimed they had heard the noise from a strange craft but didn't go outside to investigate. A reporter living in the area said that he had been awakened by a bright light outside shining in the windows. He thought it was one of his own lights and rolled over to go back to sleep without investigating.

The most spectacular of the sightings, and the ones that received the widest press coverage, occurred on the evening of March 30 and the early morning of March 31, 1990. It was reported that when there were reliable sightings of a triangular-shaped object, the Belgian Air Force would quickly respond with American-made F-16 fighters. When police officials and other civilian witnesses reported seeing such an object, the fighters were dispatched.

According to one account, though the fighter pilots later said they made no visual sightings of the UFO, their onboard radars did "lock onto" a target. It moved slowly, only about 25 miles an hour, but then would accelerate at fantastic speeds. It was reported to have dropped from an altitude of 7,500

feet to 750 feet in about one second, which would destroy a conventional aircraft and kill any human inside.

The fighters locked onto the target three times that night, but each time the UFO evaded them. Eventually, both the UFO and the fighters left the area. SOBEPS representatives are still unsure what happened that night but did express praise for the Belgian Air Force for its honesty in reporting the incident, something that couldn't always be said about the USAF investigations.

On May 4, 1990, a man described as a respected archaeologist walked outside to close his greenhouse door and heard the dogs in the neighborhood howling. As he returned to the house, he saw a huge object with a clearly defined outline in a field about 500 feet from him.

A month later, there was a close approach of an object reported by a Belgian source. On May 4, 1990, a man described as a respected archaeologist walked outside to close his greenhouse door and heard the dogs in the neighborhood howling. As he returned to the house, he saw a huge object with a clearly defined outline in a field about 500 feet from him.

He tried to alert his neighbors, but they were not home. Instead, he told his wife, and together they saw a cone-shaped object with a top that was mushroomlike in appearance.

After watching it for several minutes, his wife returned to the house. He went with her and then decided to take another look. He walked along his field and saw the object was only 100 to 150 feet away.

The object made no noise. The bottom was bright and opaque, the center was white, and the edges were yellowish. The craft seemed to be 25 to 30 feet in diameter at the base and was about 15 to 18 feet high.

The mushroom tip detached and began to climb. As it did, it turned bright orange. After a few moments, the mushroom descended and reattached itself to the top of the craft, and the colors returned to their original shades.

Unable to find any other people to witness the event, the archaeologist returned to his house, where his wife waited. They watched the UFO for a few more minutes, then went back inside.

Their son went to the spot of the encounter the next day. He found and videotaped four circular traces in a rectangular shape about 25 by 30 feet in diameter. The grass in each of the circular marks was twisted and depressed. A fine, yellowish powder was found on the blades of grass.

In October 1990, more and better sightings were taking place. On Sunday, October 21, two residents of Bastogne were returning home late when two lights appeared, descending toward them. Echoing the words shouted by another Belgian witness, one of them screamed, "They're coming for us!"

They lost sight of the object for a few moments, but it reappeared, now behind a hedge bordering the right side of the road. This time, they thought it might be a reflection on the car window, but when the window was cranked down, the light was still there, now less than 50 feet from the car.

As they drove along, the object seemed to pace them, staying with the car. They slowed and stopped, as did the object. When they accelerated, the light did the same. When they reached the end of the roadside hedge, they stopped. Now they could see a dark mass, more than 45 feet in diameter. It climbed rapidly and silently into the sky. On the bottom was a ring of seven or eight lights.

Less than 48 hours later, more UFOs were seen. At 5:30 in the morning on October 23, a young woman identified only as Regine was awakened by her alarm clock. Through the window of her residence on the outskirts of Athas, near Luxembourg, she saw two bright lights hovering over a hill about a quarter of a mile away. Between the two bright lights was a single smaller, dimmer blue light.

Ten minutes later, the lights rose into the sky and began drifting silently toward her. The lights passed over her house, and she ran into the dining room, where she could again see the object. She noticed that there was a small red light on the lower part of the craft.

The object kept moving in the direction of Athas. It then veered to the left, in the direction of Luxembourg, and disappeared. There were apparently no other witnesses to the event.

On December 9, more than a year after the first of the reports, another couple traveling by car saw a strange object. At first, it seemed to be a glowing triangle. Then, watching through one of the car's windows, they saw a huge, circular plate over the top of a group of trees. Around the edge were bright white lights. There were also four spokelike lines that were a glowing brass color. The UFO was about 150 feet in the air. Although they wanted to stop the car, because of traffic they were unable to do so. They lost sight of the object quickly.

The end of 1990 brought no respite. On January 6, 1991, two separate groups of witnesses saw what they described as a low-flying, circular plate. The first group also reported they had seen a cupola on the top. There were many lights on the object.

Minutes later, another group reported they saw three lights to the left of the road. They at first believed them to be the lights from a soccer field. They noticed, however, that the lights were on something hovering over a quarry. The UFO was, according to one witness, about 250 feet long and 40 to 50 feet high. The underside bulged outward and was dark gray. Fifteen portholes on the side were lit.

The press lost interest in the sightings as they continued with no identifications offered. The stories were all sounding alike, with little variation in descriptions. Witnesses were seeing brightly lit, triangular-shaped objects floating silently above the ground. There were few examples of physical evidence left behind, and the few photographs taken provided no proof of alien visitation even though the descriptions suggested something that was otherworldly.

The sightings, however, continued, but apparently at a slower pace. SOBEPS reported that the sightings were not just lights in the night sky. These sightings were of objects quite close to the ground with, in many cases, multiple witnesses not far from the object, which meant they had time to make proper observations. They received good, detailed descriptions.

One important thing that came from the Belgian sightings was governmental cooperation. Rather than bury the details in a classified study that might be released in parts over the next decades, the Belgian Air Force was quite candid about its findings and assisted civilian UFO researchers in trying to find explanations for the series of sightings.

But Belgium wasn't the only location reporting the brightly lit objects close to the ground. On October 14, 1990, while the Belgian wave was in full swing, a witness in Switzerland saw a similar object. According to Auguste Meessen, writing in the *International UFO Reporter*, Mrs. Wengere and her husband were driving toward Zurich when she spotted two bright white lights.

At first, she believed them to be the lights on electrical transmission towers on the mountains. There was still sunlight, and she believed that the lights were not on the mountains but between her car and the mountains. She told her husband that she was looking at a UFO and asked that he stop their car.



The UFOs witnessed by people in Belgium during the wave of sightings were often triangular in shape.

Unfortunately, the road conditions didn't allow him to stop. They continued their observations, suggesting that the lights were huge because they washed out the stars. An airplane appeared, but the pilots seemed unaware of the UFO, and the object didn't react.

They drove into a village and lost sight of the lights. However, when they were back in the country, the lights reappeared, a little higher in the sky. Now, a third light had appeared. At first, it was motionless, but then it began drifting up toward the other two lights.

The other two lights began to move as if attached and circling a single point. The lone light orbited in the same fashion, around some central point, maintaining its distance from the other two lights.

Mr. Wengere slowed so they could see the lights better, but there was now traffic behind them. They entered another built-up area and lost sight of the lights, this time for good.

The real point here, however, is that there was a wave of sightings in Belgium in the early 1990s. Hundreds saw the craft and reported it. Belgian Air Force fighters attempted an intercept with few tangible results. The evidence for the sightings is the same as it has always been: eyewitness testimony with limited physical or radar evidence. Can the judgments of these witnesses be trusted, or is there something that creates a mob psychology so that normally rational people believe they are seeing flying saucers in the night sky?



The Belgian Air Force sent two F-16s to investigate the UFO sightings, but the pilots reported that they could find no unusual activity.

The sightings, according to SOBEPS, slowed and virtually disappeared. There are a few still reported, but not with the regularity of the early part of the decade. What is left is a core of interesting reports that suggest something invaded the airspace over Belgium, but there is no evidence that the craft were real or extraterrestrial. As happens too often, the source is unidentified.

Skeptical Explanation

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There was pushback from the skeptical community, and I would be remiss if I didn't address part of that criticism. As happens, the skeptics often settle on a possible solution and reject any contradictory evidence out of hand. One of those explanations is that the witnesses were misidentifying

helicopters. Renaud Leclet began a report titled “The Belgium UFO Wave of 1989–1992—A Neglected Hypotheses.” Sadly, he died before it was completed, but his colleagues (Eric Maillot, Gilles Munsch, Jacques Scornaux, and Wim van Utrecht) were able to finish it. They noted in the foreword, “We cannot affirm that the helicopter hypothesis explains all the cases mentioned by Renaud. It is thus not a question of putting definitively to rest the Belgium wave but introducing into the debate a research track that had been neglected until now.”

That is, of course, a fair statement. It is part of the overall confusion to which I object here. While they note that the burden of proof falls on those suggesting alien visitation, it is also true that those creating a scenario for a solution for all the sightings also require proof. In the first paragraph of his conclusions, Leclet wrote:

Leon Brenig wondered why the witnesses of the November 29, 1989, sightings were puzzled by these craft, whereas they know what is a plane, a helicopter, the Moon, a planet or a star. For him, they were puzzled because they saw unknown, probably extraterrestrial, craft. The question that Mr. Brenig should ask himself is: *“are the UFO witnesses able to recognize all planes and all helicopters, as well as the Moon and other celestial bodies, under all sighting conditions, and particularly at night for all planes and helicopters?”* [italics in the original] A lot of parameters can make that a sighting of a known object that generates a UFO. If not, the misidentifications are more numerous when people are confronted with objects they are not very familiar with, like big helicopters of an unusual model.

While this is an interesting point, we have examples from the past that provide the counterpoint. We learn that those who see something for less than a minute have a more difficult time identifying it than those who can view the UFO for more than a minute. And a witness doesn’t have to be familiar with every helicopter to know that they are watching a helicopter. The helicopters have the required navigation light configuration, they make

a lot of noise, and they are unable to disappear in the wink of an eye. This would tend to rule out helicopters as a viable solution.

When there are multiple witnesses, if there is a terrestrial explanation, there will be some who do and others who do not recognize it. A good example is the reentry of the Soviet Zond IV spacecraft on March 3, 1968. As it broke up and rained burning debris over parts of the United States, most people believed it was a meteor that broke up. Whether they thought it was a meteor or knew that it was a terrestrial-built spacecraft is irrelevant here. Most of the witnesses identified it as something interesting but not extraordinary and certainly not alien. They understood what they were seeing.

There were, however, a small number of people who thought they were seeing a cigar-shaped craft with a lit cockpit and several portholes along the side. That perception comes from the burning pieces of debris stringing out behind the largest pieces of spacecraft. For those who didn't get a good, long look at the object, they saw something that they believed to be extraterrestrial. The point is that while there were those who thought it was an alien spacecraft, most did not. Investigation revealed the truth. This seems to have been overlooked. While the theory that many sightings were generated by helicopters is interesting, it simply fails because of the number of incidents and the number of witnesses.



The Soviet's Zond program included a series of robotic spacecraft like this one (artist's illustration) that were intended to visit the Moon and nearby planets in the late 1960s.



Bodies, Crashes, Retrievals

From the very beginning of the modern UFO era, meaning in 1947, there have been reports, stories, and rumors of crashed flying saucers and the recovery of dead alien flight crews. While there are now dozens of reported crashes, many of them are misidentifications of mundane objects and hoaxes perpetrated by those seeking the spotlight with their tales of involvement. Nonetheless, there is a small core of reports that provide interesting evidence about possible alien visitation. The recovery and display of alien bodies would provide the proof that Earth has been visited.

While most of these tales are wrapped in controversy, some have real substance. The best known of the crash/retrievals happened in early July 1947 near Roswell, New Mexico. Everyone agrees that something fell on a ranch managed by William W. (Bill or “Mack”) Brazel (see the previous chapter). The disagreement is over just what fell. There is currently no viable terrestrial explanation. Those who follow the leads to their conclusion realize that the current accepted explanation, that the object was a Project Mogul balloon, fails because the available documentation proves otherwise.

What elevates the case into the stratosphere is both firsthand and secondhand reports of alien bodies. Probably the most reliable of the secondhand testimonies was gathered by Robert Hastings. Hastings's main interest has been reports of UFOs near nuclear weapons storage facilities. Hastings interviewed Chester Lytle, a man who had impeccable credentials and traveled in some of the upper circles involved in atomic research. He was a good friend of Colonel William Blanchard, who was the commanding officer at Roswell when the crash took place. Blanchard ended up as a four-star general and was on track to be the Air Force chief of staff had he not died of a heart attack.

According to Hastings, he was interviewing Lytle about UFOs for his book *UFOs and Nukes*. During the interview, Lytle diverted the conversation to the Roswell case. Hastings reported:

Unexpectedly, Lytle told me that he had once heard—from a high-credible source—that the object recovered near Roswell in 1947 was indeed a crashed extraterrestrial spacecraft. That source was none other than William H. Blanchard. ...

According to Lytle, both he and Blanchard, who was what by now a general, had been visiting Eielson AFB, Alaska, in mid-February 1953. ... Lytle's wife was in Chicago, about to give birth to a son, and Lytle was desperate to get home. Blanchard, who was 'a very close friend' ... offered to personally fly him in a bomber to an Air Force base in Illinois. ... From there, Lytle could take a short commercial flight to Chicago. ...

During the long flight ... the subject of UFOs came up. ... Suddenly the general mentioned the Roswell incident. Lytle, who held top secret clearances relating to his work with the AEC, was informed by Blanchard that a crashed alien spacecraft had indeed been recovered in July 1947. The general said that four dead humanoid beings had been aboard.

According to Hastings, he had heard, from a different source, that the bodies had been taken to Muroc Army Air Field in California but were later moved to Wright Field, which became part of the larger Wright-Patterson Air Force Base.

Art McQuiddy was the editor of the *Roswell Morning Dispatch* in July 1947 when the crash took place. In an interview I conducted with him, he told me, “The commanding officer out there was a great guy named Butch Blanchard. He and I were good friends. All I know is that he said they put the wreckage or whatever it was they found in a B-25 and flew it to Fort Worth, and it went right from there immediately to Wright-Patterson.... He was the one who told Walter Haut to put out the press release.”



Author and investigator Don Schmitt is the current executive director for the International UFO Museum and Research Center in Roswell. He was formerly on the board of directors for the Center for UFO Studies in Chicago.

UFO investigator Don Schmitt and I had learned that some small pieces of the wreckage taken to the sheriff's office on Sunday, July 6, had been flown to Fort Worth. Colonel Thomas DuBose, who was the chief of staff of the

Eighth Air Force, said that he had been ordered to send the debris on to Washington, D.C., so that the chief of staff of the Army Air Forces could examine it.

Although he didn't mention Blanchard, Major Edwin Easley, who was the provost marshal at Roswell in 1947, told me a little more about this. In an interview I conducted with him over the telephone, I asked whether Schmitt and I had been following the right path. He asked what I meant, and I said, "We think it was extraterrestrial."

"Let me put it this way. It's not the wrong path."

Not long before he died, he did mention bodies to the family. Dr. Harold Granek, who practiced in several Fort Worth hospitals, reported that Easley's granddaughter asked him about the Roswell case. According to the information, Easley said only, "Oh, the creatures."



A photo of Major Edwin Easley around the time he was provost marshal at Roswell.

There was something else that is important here. We have little official documentation about the Roswell crash, but we have found some. The Easley family had a letter written on December 30, 1947, to Colonel

Blanchard from the U.S. Department of the Treasury. The opening paragraph is generic, giving a bit of context. It is the second paragraph that is important. It says:

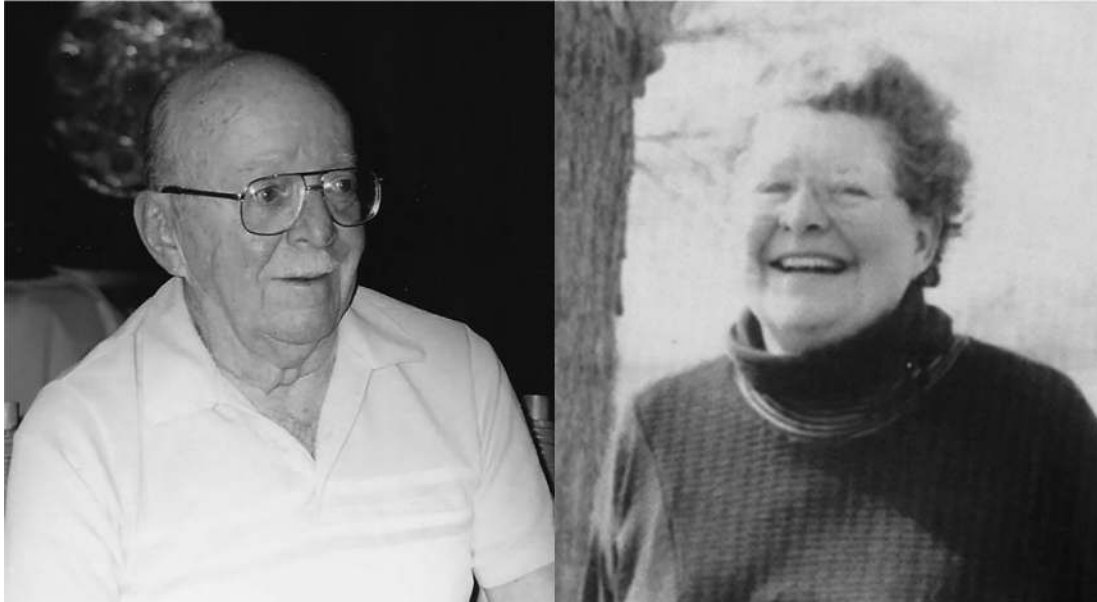
In this regard, Major Edwin D. Easley, Provost Marshal and his staff has been particularly helpful. Their intelligent understanding of investigative problems, their devotion and their untiring diligence, regardless of circumstances, had been directly responsible for the successful conclusion of many difficult undertakings.

During my interviews with Easley, he had mentioned that he had promised the U.S. president that he wouldn't talk about the crash. While I don't think he spoke to the president personally, it is distinctly possible that a message from the president was relayed to Easley by the Secret Service.

There are other witnesses to the Roswell crash. Bill Rickett, who was the senior noncommissioned officer (NCO) assigned to the Roswell office of the Counter Intelligence Corps (CIC), told researchers, including Don Schmitt and Mark Rodeghier, who each recorded their interviews with Rickett independently, that he handled alien debris on a site closer to Roswell. Rickett said that Sheridan Cavitt, his boss in the CIC, and Edwin Easley were on that site as well. The point is that this corroborates parts of stories about the strange nature of the metallic debris but mentions nothing about bodies.

Phyllis McGuire, the daughter of Sheriff George Wilcox of Chavez County, was in the sheriff's office when Mack Brazel arrived with some of the material he had picked up in one of the pastures on the ranch. Before she was chased from the office, she saw the debris and the unusual nature of it. Her father couldn't identify it, and he called the air base for assistance.

Major Jesse Marcel Sr., the Air Intelligence officer, responded. Marcel didn't recognize the debris but saw that it was something unusual. Marcel accompanied Brazel back to the ranch, where a pasture was littered with similar material so densely packed that the sheep refused to cross it, causing trouble for Brazel.



Sheridan Cavitt (shown in 1990), the man in charge of the counterintelligence corps in Roswell, accompanied Mack Brazel and Jesse Marcel to the debris field. Phyllis McGuire (right) daughter of Sheriff George Wilcox, was there when Brazel brought in the first pieces of metallic wreckage from the debris field.



Jesse Marcel Jr. holds up a replica of the small “I-beam” that he saw among the pieces of wreckage that his father showed him.

Decades later, Marcel told UFO investigators, including Stan Friedman and Len Stringfield, about the debris. On the old television show *In Search of ...*, Marcel described some of the debris as being so strong that it couldn't be dented when hit with a sledgehammer. Bill Rickett talked about debris

that was very lightweight, but none of them could bend it. Both Marcel and Rickett, who handled debris, said that it was nothing that had been manufactured on Earth. Marcel said that it was something that had come to Earth but wasn't from Earth.

In a similar vein, I interviewed Sergeant Stanley Muelling, a member of the 509th Bomb Group, in January 2012 when he was 87. I asked him about the events of July 1947, and he told me, "That was all highly classified, and we were told to never talk about it."

When I asked whether he had seen anything, he said, "If I did, I already forget about it. I'm supposed to forget. Everything was highly classified at the time, and I don't remember it now.... I remember everything was hushhush. They told us to keep our mouths shut."



Bill Rickett, the NCO at the Roswell office of the CIC, was one of several personnel to confirm that debris from an apparent crash of unknown origin was examined by the military there.

Witnesses to the Bodies

While all of this is interesting and certainly suggests something strange had fallen near Roswell, it doesn't move us to the extraterrestrial. Some witnesses saw bodies and offered descriptions of them. This is some of the best testimony we have, although, unfortunately, much of it is secondhand.

Melvin Brown was a sergeant at Roswell in 1947. He was assigned as what we call a culinary specialist today, which is a fancy name for a cook. But like all soldiers, Brown had been through Army basic training, which gave him a working knowledge of infantry tactics, marksmanship, and standing guard duty. According to family members, including daughter Beverly Bean, he had been called out on a special assignment in July 1947. He was taken to a point outside of Roswell and then ordered into the rear of a truck. He and another soldier were told not to look under the tarp. They were to keep others away from the "cargo" until it was unloaded at the base.

During a videotaped interview on January 4, 1991, Beverly Bean, one of Brown's daughters, said, "And him [*sic*] and another guy had to sit on the back of a truck to take the stuff to a hangar. They were packed in ice. And he lifted up the tarpaulin and looked in, and saw two, possibly three bodies."



Melvin Brown's daughter Beverly Bean was told by him that he had seen alien bodies recovered near Roswell. She said that he described them as hairless, yellowish in color, short, and having oversized heads.

She added, “He said they were smaller than us, not more than four-foot tall ... much larger heads than we have. Slanted eyes and [the skin was] yellowish. ... They looked Asian ... but had no hair. He said they could have passed for Chinese.”

Another Roswell soldier was Sergeant Homer G. Rowlette, a member of the 603rd Air Engineering Squadron. I interviewed his daughter, Carlene Green, in Roswell in 2011. She said that she learned of her father’s involvement just before he underwent surgery. At that point, he told her about the crash of what he called a spaceship. He said that the craft was “somewhat circular” and that there had been three “little people” with large heads and then said that he thought one might have survived the crash.

Sergeant Thomas Gonzales was assigned to Squadron T of the 509th Bomb Group in July 1947. Like Melvin Brown, he was caught up in the sweep when officers were looking for soldiers to stand guard and help in other aspects of the retrieval program.

Originally, Gonzales told Don Ecker, then of *UFO* magazine, that the craft he saw looked more like an airfoil than it did a saucer. He said the bodies were little men but said they didn’t look like the grays of the modern abductions. They had big eyes and rather big heads.



Sergeant Homer G. Rowlette told family members that the crash was real and the aliens were short with large heads.

I had the chance, thanks to Ecker, to confirm this information. Gonzales also told me that shortly after the events, he was transferred to another base with little or no notification. Research that I conducted has confirmed that many of the soldiers who were involved in the recovery were suddenly transferred after the crash. Easley, in a report in the 509th Bomb Group unit history, complained that most of his experienced soldiers had been transferred to act as cadre when other units were training with atomic weapons.

The Haut Enigma

Walter Haut, in July 1947, was the public information officer at the Roswell Army Air Field. He was the officer who alerted the local newspapers and radio stations that the 509th Bomb Group had captured a flying saucer. For decades, he said that his only role was to provide the press release to the four Roswell media outlets. He didn't remember whether Blanchard had called him and dictated the text to him or if he had gone to the commander's office for the details. However it happened, Haut insisted that his only role was to provide the press release to the local media.



A first lieutenant at the time, Walter Haut was the public information officer for the 509th Bomb Group stationed at Roswell. He was the first person to write and release an official press announcement on the incident.

But then in 2000, during an interview with a French television crew, he mentioned off-camera that he had seen the remains of the craft and the bodies of the flight crew. Later, he told Wendy Connors and Dennis Balthaser that he had seen more than he had let on in previous interviews.

Connors and Balthaser wanted another interview with Haut. They said they wanted to clear up some disturbing statements Haut made to the French film crew. He left a somewhat rambling statement that changed part of the story as it related to his experiences in 1947. Asked about the appearance of the craft, Haut replied on videotape:

That's a rough one. I haven't even thought about it in lo these many years and I honestly can't even visualize it, whether it was still in its shape, but a lot of dings in it.... I would venture a guess that probably a diameter of, uh, somewhere around 25 feet.... To the best of my remembrance there was one body.... It was a relatively small body comparable to uh, oh, maybe an 11-year-old, 10or 11-year-old child. It was pretty well beat up.... I

cannot come and give you, to be honest, anything other than that.... I thought there were several bodies.... The more I think about it the more I start to get an idea it was a single body.

But then, Haut retreated to the line that he had used for decades. "I didn't even see one. I just wrote the press release."

Connors said, "I am talking about when you saw a body in the hangar partly covered by the tarp. You only saw the one."

Haut said, "Yes."

Haut had made that statement on December 26, 2002, but it wasn't the last time that he would provide more information about alien bodies. He began to hint that he knew more, and that culminated in an affidavit that was compiled by Don Schmitt and Tom Carey. This was not like the rambling statements he had provided to others. Schmitt prepared the affidavit with the help of Haut's daughter, Julie Schuster. Although critics have criticized this, Haut reviewed the affidavit and approved of it. The relevant parts of the affidavit said:

Before leaving the base, Col. Blanchard took me personally to Building 84, a B-29 hangar located on the east side of the tarmac. Upon approaching the building, I observed that it was under heavy guard both outside and inside. Once inside, I was permitted from a safe distance to first observe the object just recovered north of town. It was approx. 12 to 15 feet in length, not quite as wide, about 6 feet high, and more of an egg shape. Lighting was poor, but its surface did appear metallic. No windows, portholes, wings, tail section or landing gear were visible.

Also, from a distance I was able to see a couple of bodies under a canvas tarpaulin. Only the heads extended beyond the covering, and I was not able to make out any features. The heads did appear larger than normal, and the contour of the canvas suggested the size of a 10-year-old child. At

a later date in Blanchard's office, he would extend his arm about 4 feet above the floor to indicate the height.



Haut's daughter, Julie Schuster, helped Don Schmitt prepare an affidavit that was released in 2022.

In the normal course of such an investigation, it would be common to reject this statement because of the history of Haut saying that he had no role in the case other than writing the press release. However, I had the opportunity to interview Richard Harris, who, in 1947, was a finance officer in Roswell. He is in the yearbook created in 1947, proving he was assigned to the base.

While we discussed many aspects of the UFO phenomenon during my interview with him, there was something he said that didn't resonate at the time. He said that he had been near one of the hangars in early July 1947 and ran into Haut. Haut told him that on the other side of the door there were the bodies of the alien flight crew. Haut told him that he could take a quick look if he wanted. Harris told me that he put his hand on the knob but didn't turn it. He didn't want to see the dead alien beings.

The point here is that Harris told me all this prior to Walter Haut providing information about seeing the craft and bodies. I had been dismissive of the story because it seemed to contradict what Haut had been telling me and other researchers for years. But with the interviews conducted by Connors and Balthaser and the affidavit signed by Haut, Harris's statements to me become a point of confirmation.



Richard Harris was a finance officer working at the base in Roswell. The information he provided helped to confirm what Haut had said about the aliens.

The Roswell case provided descriptions of a craft and the bodies from multiple first- and secondhand sources. While there is disagreement among the witness statements, that can be seen as the difference in the assignments and the points of view of the witnesses. Some witnesses had limited contact with what was happening, while others were in the middle of the retrieval operation. The case now sets a standard for other UFO reports.

Arizona in 1953

Many know that I investigated the alleged crash reported by Arthur Stansel near Kingman, Arizona, in 1953. I focused on that specific crash/retrieval, ignoring rumors of others. However, according to some researchers and some of the witness testimony, focusing on Kingman does not provide a proper look at what was happening in Arizona in 1953.

Among those cases is one that Stringfield reported in *The UFO Crash/Retrieval Syndrome: Status Report II: New Sources, New Data* of

January 1980. He wrote that he had spoken to a firsthand source, though Stringfield did not identify that source other than to say that he had served as a warrant officer in the Army and then in the Air National Guard until he left Ohio without leaving a forwarding address.

An unidentified source in the world today is of little value. The man opened a conversation with Stringfield by saying, "I have seen the bodies." He then pointed to a map and added, "There's approximately where the saucer crashed. It was a desert area, but I don't know the exact location." He said it happened somewhere in northwestern Arizona, and as far as he could tell, the crash occurred in 1953.

Stringfield wrote that this was his first encounter with a firsthand witness to what he would later term a crash/retrieval and that he impressed Stringfield as a sincere and no-nonsense character. Stringfield wrote:

He recalled that he had stood just inside a hangar at a distance of about 12 feet, peering at five crates on a forklift. In his judgement, the crates appeared to be hastily constructed and were made of wood. In three of these, little humanoids appearing 4 feet tall, were lying unshrouded on a fabric, which he explained prevented freezer burn from the dry ice packed beneath. As a number of Air Police stood silent guard nearby the crates, he managed to get a reasonably good but brief glimpse of the humanoid features. He recalls that their heads were hairless and narrow, and by human standards were disproportionately large, with skin that looked brown under the hangar lights above. The eyes seemed to be open, the mouth small, and the nose, if any, was indistinct. The arms were positioned down alongside their bodies, but the hands and feet, he said, were indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits, and, because of the tight-fitting suit, there was one revealing feature—a surprising feature. One of the humanoids appeared to him to be female. He said, "Either one of the aliens had an exceedingly muscular chest or the bumps were a female's

breasts.” Later he learned from one of the crew members, with whom he bunked at the barracks, that the body of one of aliens was believed to be that of a female.

My informant also heard from the crew member that one of the entities was still alive aboard the craft when the U.S. military team arrived. Attempts were made to save its life with oxygen, but they were unsuccessful.

In the Roswell case, there had been rumors that one of the alien beings had survived. In this 1953 case in Arizona, the witness said that he had heard from other crew members, meaning those who had recovered the craft, that one had survived. They tried to save its life by giving it oxygen but were unable to do so. It might have been that the oxygen was toxic to the alien being.

This might be the first of three reported cases in Arizona, as mentioned by Stringfield’s source who appeared to support the Kingman crash, which follows in a separate chapter. This could be a small corroboration for that source by providing some hints of the second crash, which I have placed first because all we had was a year and not a day or month.



The desert near Kingman, Arizona, is a hot and desolate place where there have been several UFO reports.

The second of those crashes was in April 1953. According to Stringfield, he talked to a source named Charles Wilhelm who said a man identified as Air Force Major Daly told him about a crashed UFO. The story was that he had been flown to an unknown location but said that it was hot and sandy. He had been blindfolded and then driven to a base of operations about 30 minutes away.

Once he arrived, the blindfold was removed. Back outside, he saw a silvery craft that was 25 to 30 feet in diameter. He was allowed to enter the craft, and while he saw no occupants, he said the entrance to the craft was only four to five feet high and was two to three feet wide. That is somewhat suggestive of a flight crew that is smaller than the average human.

Once he arrived, the blindfold was removed. Back outside he saw a silvery craft that was 25 to 30 feet in diameter. He was allowed to enter the craft, and while he saw no occupants, he said the entrance to the craft was only four to five feet high and was two to three feet wide.

Although it is possible that the crash wasn't even in Arizona, there is some evidence that it was. Stringfield reported that a letter dated April 8, 1964, had been sent to the National Investigations Committee on Aerial Phenomena (NICAP) headquarters in Washington, D.C. According to that letter:

Here at school [Bob Jones University] is an instructor, who during the Korean conflict was an adjutant to an Army Air Corps general at one of our proving grounds. I got the following from him.

In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied, with doors open. Upon searching the surrounding area, they came upon the bodies of the saucer's four occupants, all dead.

... [Two officials] were shown the bodies of the four occupants of the ship, which were described as three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to determine the cause of death. No cause for their deaths was ever found. Also, at this time, they were shown three saucers which the Air Force has. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well and there were no visible means of control, no visible means of propulsion. He told me that since that time, the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.

Dick Hall, who was involved in UFO research for most of his life and held responsible positions in both NICAP and the Fund for UFO Research, said that he had met a lieutenant colonel who said he knew more about this case. According to Hall, the colonel said he had seen the bodies of four alien creatures at Langley Air Force Base from a crash near White Sands Missile Range in New Mexico. Hall never revealed the name of the lieutenant colonel or provided additional details.

The information collected by several different UFO researchers lined up as far as time frame, location, and descriptions of the craft and bodies. This argues for an event in the desert southwest, but they are not necessarily different events. This might be a single event told by those who had limited access to the craft and bodies and other information.

Independent Corroboratio n

Although the history of crash/retrievals included descriptions of the flight crew, most of the top UFO researchers avoided stories of crashed saucers.

This goes back to the original tale of the UFO crash near Aztec, New Mexico, which was debunked almost as soon as the story appeared.

The Aztec case appeared in Frank Scully's 1950 book, *Behind the Flying Saucers*. The story was that the object had crashed near the tiny New Mexico town of Aztec in March 1948. The craft and the bodies of the flight crew were recovered by the military. In the original story, the flight crew was described as being dressed in 1890s-style Earth clothing and having perfect teeth and brown skin, which might have been the result of their exposure to Earth's atmosphere. I always wondered about the clothing from the 1890s. Seemed a little strange to me.

J. P. Cahn investigated the case for *True*, meeting with the primary sources, and was allowed to examine several small pieces of metal that were said to have come from the wrecked saucer. Analysis proved the metal was commonly found on Earth. Eventually, the two main witnesses were charged with fraud that had almost nothing to do with the story of the Aztec flying saucer crash. Of course, that didn't help with their credibility. Given the lack of evidence and credibility of the witnesses, nearly every UFO researcher wrote the story off as a hoax. This affected research into UFO crash/retrievals for the next several decades. Almost every story of a crashed saucer was rejected out of hand because of Cahn's exposé.

I fell into the same trap as those other UFO researchers did. When I first heard of the Roswell case in early 1980, I believed that it was merely the Aztec crash repackaged in a new location with the added benefits of many alleged witnesses and the name of the man who originally found the debris. The investigation that Don Schmitt and I began in 1989 changed my mind on crash tales, especially after our interview with Bill Brazel. For me, he turned the whole idea of crash/retrievals around.



Author Frank Scully (right) talks with KMYR radio salesman George Koehler (far left) and Silas Newton (center) about UFOs and their technology in this 1950 photo. Later investigative work brought to light the fact that Newton had been lying to Scully about his testimony.

June Crain and a UFO Crash

Even with all that, I was still skeptical of stories of UFO crashes. But I had learned to look for the evidence before rejecting a tale because, as the prospectors used to say, you might not expect to find gold, but you always look just in case. This leads us to June Crain and her tale of alien bodies flown to Wright-Patterson Air Force Base.

On April 18, 1990, June Crain, or as she signed her name then, June Kaba, wrote to me after I appeared on *Unsolved Mysteries* talking about the Roswell crash. The *Unsolved Mysteries* call center provided her with my address, and she wrote, “I will send you info on the flying saucer men at WPAFB [Wright-Patterson Air Force Base] referred to in ‘Unsolved Mysteries’ on TV.”

She added, “I first want you to send me a letter assuring me you will keep my identity a secret. When I tell you the reason for the secrecy, I think you

will understand why no one will tell you about the ‘little green men’ at WPAFB.”



June Crain, shown here in her backyard, was working at Wright-Patterson AFB near Dayton, Ohio, when rumors spread that there were two alien bodies being kept in storage there.

I wrote back to her that I would not reveal any information about her until she gave me permission. Although I didn’t reveal her name, she did eventually contact other UFO researchers without invoking the caveat that she remain anonymous. I didn’t mention her name until those others had revealed who she was. When one of them did release her name, I suspect it was because she allowed it. No matter now; she passed away in 1997.

She wrote back and told me the story of hearing about the alien creatures that were taken to Wright-Pat. She wrote:

We at WPAFB-WADC [Wright Air Development Center] at Dayton, Ohio, Wright Field would meet for coffee in one of the lab offices before we went to work and chat. We were all people cleared for Top Secret plus and we

would feel free and at ease talking among ourselves. I worked in Parachute lab (later Rocketry).

This particular morning things were really on a buzz. When I got there at 7:45 . the scoop was that little greenish men from a wrecked flying saucer had been flown into the base during the night and were in a freezer locker in one of the hangers [*sic*] and that Aero Med lab had charge of them for examination. The person who was doing the talking seemed to know what he was talking about.

Time to go to work and everyone still excited over the happening.

Approximately at 9:30 a memo was hand carried and each of us had to read it and sign it. This was the jist [*sic*] of the memo:

Some irresponsible person has started a false rumor about 2 green men from Flying Saucer. This is nothing but a rumor and has no truth. Anyone repeating this rumor will be liable for dismissal and will be liable for \$20,000 fine or 20 years in jail.

This memo was over the signature of Laboratory chief.

Needless to say all talk stopped and I never heard anything about it again.

I have kept this to myself for nearly 40 years but I have always wondered what the real story was.

There were some problems with her story. First was the lack of a date for the “little green men” tale. In the beginning, she seemed to have assumed it was Roswell. Or maybe that was my assumption in the beginning because I knew of no other reliable crash stories that resulted in the recovery of bodies.

One of the red flags was her claim that she had a top secret clearance and that before beginning work, others with such high clearances sat around chatting. The implication was that they shared some of those secrets because they all had the same clearances. But it just doesn't work that way in the real world, and those of us who have held top secret clearances know it. Along with having the proper clearance, you also must have a need to know. If something classified as top secret is shared with someone without their need to know, then this is a violation of the regulations and could lead to the compromise of that information, not to mention penalties for telling those not specifically cleared about it. You just don't share highly classified information on a coffee break like it is the latest gossip.

One of the red flags was her claim that she had a top secret clearance and that before beginning work, others with such high clearances sat around chatting. The implication was that they shared some of those secrets because they all had the same clearances.

Later, in an interview conducted by Jim Clarkson, she would tell him more about her high-level clearances. She said, "And I had top secret clearance and later they finally gave me 'Q' clearance which is what at that time was the highest clearance that you could have, because I was in very sensitive, doing very sensitive work."

Clearly, she didn't know what a "Q" clearance was then or what it is now. It is not a higher level of a top secret clearance but what is known as DOE (Department of Energy) security clearance, which is equivalent to a DoD (Department of Defense) top secret clearance. The "Q" relates to atomic or nuclear materials. Many of those at the Roswell Army Air Field had "Q" clearances because they worked, or had the potential to work, with atomic weapons. But a low-level secretary who worked at Wright-Patterson in an office that had nothing to do with atomic energy wouldn't routinely be granted a "Q" clearance. It sounds impressive, but in this case, it is probably untrue.



A former police officer, military police investigator, fraud investigator, and fatal accident team manager, Jim Clarkson has turned his knowledge of investigative procedures toward UFO and paranormal research with an emphasis on Crain's claims of a crash/retrieval.

Clarkson, in his research, could only verify that Crain held a secret clearance. Every military officer, with very few exceptions, has a secret clearance. Nearly every top-level NCO will have at least a secret clearance and, depending on the job, many lower-ranking soldiers have secret clearances as well. On the other hand, top secret clearances are a different matter, and there is no evidence that June Crain had such a clearance. But this means that we have no evidence she held such a clearance. This doesn't mean she did not have it, only that we couldn't prove it.

We run into another problem here, and that is attempting to learn exactly when that soldier, who she said was a master sergeant, had appeared in her office. Or, rather, the problem is what UFO crash she was talking about. Remember, she said, "... that *two* little greenish men from a wrecked flying saucer had been flown into the base during the night." That statement eliminates Roswell.

How do I know? Because the documentation she provided to me shows that she was first employed at Wright-Patterson on July 3, 1942, and according to the reports of others, she stayed on the job until May 2, 1952. However, she didn't work there continually for those 10 years. After just under a year on the job, on June 30, 1943, she quit to have a baby. This is the first major gap in her employment.

On May 13, 1948, she was again hired at Wright Field, but she left on July 21, 1948, after about eight weeks, because of ill health. And her final

employment there was from March 8, 1951, until May 2, 1953.

Her total employment at Wright-Patterson was just under three years, spread out over that ten-year period. And since she wasn't employed there in July 1947, when (if we have the information right) the alien bodies were brought in, the master sergeant couldn't have told her that they had just flown them in because she didn't work there at the time. This is one of the reasons that I dropped her as a witness.

As I continued the investigation, I could find no reported UFO crashes at the times that she worked at Wright Field or Wright-Patterson AFB. I originally thought that the closest would be the alleged Aztec crash in March 1948, but even that is six or eight weeks too early for her. At that time, I was paying no attention to the Kingman case. The little information I had then would have excluded her. I didn't know of the other possible incidents or the dates of them.

In my communications with her, there is nothing to suggest that she had seen any bits of memory metal. She stuck with the tale of hearing about the two little bodies. According to her, another soldier showed up sometime later and told her that he had a piece of the spaceship. She said that he told her, "I just came back from New Mexico, and I brought it back with me."

She provided a description of the metal, saying that it was super strong. It was some of the memory metal that others had talked about. The problem here is the same as that with the bodies, and that's the timing. There is no way that he could have gotten his hands on any of the metal when she said he had just come back from New Mexico. She simply didn't work at Wright-Pat at any time that would make this tale plausible if she was talking about Roswell.

However, the timing of her employment would put her in the right place if one of those 1953 Arizona cases happened prior to the beginning of May 1953. This little bit of information provides a rather tenuous connection to the Arizona events.

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from New Mexico. She simply didn't work at Wright-Pat at any time that would make this tale plausible if she was talking about Roswell.

Dr. Robert I. Sarbacher Confirms Tales of UFO Crashes

Like June Crain, Dr. Robert I. Sarbacher had a connection to tales of crashed UFOs, though he never saw anything himself. He told UFO researchers, including William Steinman, Jerry Clark, Stan Friedman, and Bruce Maccabee, about his involvement. He confirmed that he had been associated with a group that was charged with the study of an alien spacecraft that had been recovered.

The documents surrounding this concerned more than just a letter by Sarbacher. It began in 1950 when Canadian Wilbert B. Smith wrote a top-secret memorandum about geo-magnetics for the Canadian Department of Transport. In the text, he stated:

We believe that we are on the track of something which may well prove to be the introduction of a new technology. The existence of a different technology is borne out by the investigations which are being carried out at the present time in relation to flying saucers.

I made discreet inquiries through the Canadian Embassy staff in Washington who were able to obtain the following information: a. The matter is the most highly classified

subject in the United States Government, rating even higher than the H-bomb. b. Flying saucers exist. c. Their modus operandi is unknown but concentrated effort is being made by a small group headed by Doctor Vannevar Bush. d. The entire matter is considered by the United States authorities to be of tremendous significance.

While this does not suggest there had been UFO crashes, it does show a high-level interest in flying saucers, first in the Canadian government and then the U.S. government. If we examine the statements made publicly over the decades, at those high levels we see a conflict. While those on the inside are dealing with the topic seriously, they were also telling us the saucers were nothing more than hoaxes, misidentifications, and illusions. Something just isn't quite right here.

Arthur Bray, who uncovered the original memorandum suggesting a real interest in UFOs, also found an interview conducted by William B. Smith with Sarbacher in September 1950. Smith asked Sarbacher, "I have read Scully's book [*Behind the Flying Saucers*] and I would like to know how much of it is true."

Sarbacher said, "The facts reported in the book are substantially correct."

"Then flying saucers exist?"

"Yes, they exist."

What we have, then, is an American scientist telling a Canadian scientist in a private conversation that flying saucers are real and that they sometimes crash. Sarbacher, who hadn't been privy to the precise details because of circumstances, believed that Scully's stories were correct.

Of course, we are left with the question of the source of Sarbacher's knowledge. How did he learn about the crash or crashes of flying saucers? And, more importantly, how accurate is the information about Sarbacher's knowledge?

William Steinman, a California UFO researcher who was chasing the alleged crash in Aztec, after learning of what Bray was claiming and

reading what Len Stringfield had written about the discussions, decided to contact Sarbacher. According to Steinman, he wrote Sarbacher and then called him. According to Sarbacher, the notes found by Bray of the Smith interview were accurate. There was talk of the reality of flying saucers.

Steinman eventually received a long letter from Sarbacher. Sarbacher wrote, on letterhead from the Washington Institute of Technology, "Relating to my own experience regarding flying saucers, I had no association with any of the people involved in the recovery and have no knowledge regarding the dates of the recoveries."

Sarbacher was confirming from his position in government service that there had been recoveries, but when asked to participate in the research surrounding it, was unable to do so because of personal and business reasons. But the point was that he knew what had happened because of the information provided to him when he was asked to assist.

Later in the letter, he wrote, "About the only thing I remember at this time is that certain materials reported to have come from the flying saucer crashes were extremely light and very tough."

Sarbacher confirmed what he said to several others, including Jerry Clark of the Center for UFO Studies (CUFOS) and Barry Greenwood, Larry Fawcett, and Larry Bryant of Citizens Against UFO Secrecy. Clark wrote about the case in August 1985, confirming that Dr. John von Neumann and Dr. Vannevar Bush were told that flying saucers were extraterrestrial. In the article, Clark quoted from his own interview with Sarbacher, confirming many of the things that Steinman had reported to the UFO community.

What all this does is suggest that there was an "insider circle" who knew about crashed saucers and who discussed it. This information, though vague, suggests that the crash at Roswell took place.

Senator
Barry
Goldwater

Former senator and former Air Force major general Barry Goldwater had been interested in UFOs almost from the very beginning. Or maybe it was an interest in alien bodies and technology that were rumored to be hidden in a special access area at Wright-Patterson Air Force Base. Whatever it was, Goldwater had a long interest in the topic.

According to the available information, I have learned that Goldwater became interested in UFOs at about the time of the Kenneth Arnold sighting in late June 1947. Goldwater later heard about an alleged “Blue Room” at Wright-Patterson AFB that contained the exhibits, files, and data related to the retrieval of wrecked alien craft and the retrieval of alien bodies. He asked General Curtis LeMay for permission to see it. He hadn’t asked for verification of the existence of the Blue Room but wanted access to it, which, of course, amounts to the same thing.

LeMay’s response, according to Goldwater, was, “Not only no, but hell no, and if you ask again, I’ll have you court-martialed.”



Barry Goldwater, who would later become a prominent U.S. senator, was a major general in the U.S. Air Force, a branch of the service he championed in creating after World War II. It was also after the war that Goldwater became interested in UFOs.

It is a wonderful tale that tends to corroborate what many UFO researchers would love to believe. It confirms the existence of the material at Wright-

Pat. Given the fact that information is often spun, there is a distinct possibility that Goldwater said something different or that it might suggest something other than the recovery of alien craft and technology.

When the famous radio and TV interviewer Larry King did his show remote from Area 51, he conducted a short, taped interview with Goldwater. He said that he had heard about what he called a landing and that there was a room where they keep all their “secret stuff.” It was Goldwater himself who tied the exchange with LeMay to UFOs and material retrieved from the wreckage of alien craft.

As if that isn’t enough, there is another piece of evidence that ties Goldwater’s beliefs to UFO crash/retrievals. In a letter dated July 26, 1994, and sent to Kent Jeffrey, Goldwater wrote, “Roswell has long been a point of great interest to me, since the first UFO’s [*sic*] turned up.... Butch Blanchard [Colonel William Blanchard, the commanding officer at Roswell in 1947] was a very close friend of mine. I worked with him in the Air Force. ... There is not much we can do about getting the things about Roswell that you would like. I tried diligently to get them from General LeMay, and the only cussing out he ever gave me, was when I vociferously asked him for information.”

The information was very specific. Goldwater, a man of high integrity, a man respected by his peers and colleagues, said that there was something to the UFO retrievals in general and the Roswell case in particular. This is an important point. It is not a “smoking gun” from the president with his hands on a stack of formerly classified documents, but it is a few steps in the right direction.

Goldwater left several letters that suggested there were alien bodies housed at Wright-Pat. Goldwater wrote to engineering professor Shlomi Arnon, telling him, “The subject of UFOs is one that has interested me for some long time.... I tried to find out what was in the building at Wright-Patterson Air Force Base where the information is stored that has been collected by the Air Force, and I was understandably denied this request. It is still classified above Top Secret.”



Wright-Patterson Air Force Base, near Dayton, Ohio, is a huge facility on 8,000 acres of land and currently employs about 38,000 military and civilian personnel. It boasts two runways and carries out about 11,000 air operations annually.

To be clear on this point, Project Blue Book, the Air Force investigation into UFOs that was active during the 1950s and 1960s, was housed at Wright-Pat, but Goldwater wasn't referring to those files. Although some were originally classified as secret, these files had been examined by top officers and journalists over the years. LeMay would not have denied Goldwater access to them. In fact, as both a major general and a U.S. senator, he would have been able to gain access on his own. He possessed the necessary clearances, but to deny him access meant there was something else, something more highly classified at Wright-Pat.

In a letter sent to William Steinman, Goldwater wrote, "I have never gained access to the so-called Blue Room at Wright Patterson, so I have no idea what is in it. I have no idea who controls the flow of need-to-know because, frankly, I was told in such an emphatic way that it was none of my business that I've never tried to make it my business since."



The hangar where the alien bodies were reputedly kept.

Senator Goldwater himself suggested that there is something more to learn, but even someone of his elevated status was unable to penetrate the wall of silence. It is not that there was no truth to learn or that UFO crash/retrieval stories are faked but that he was not allowed to see the truth.

Where Are the Bodies?

If there have been crash/retrievals and the recovery of alien bodies, then the question quickly becomes, “What happened to the bodies?” It was a question that I asked Brigadier General Arthur Exon when I first interviewed him in the early 1990s. Exon, as a lieutenant colonel, had been assigned to Wright-Patterson AFB in July 1947, when the flights from Roswell landed. Exon told me about the strange properties of the debris and the failure to identify it as an Earth-based material.

During my interview with Exon on May 19, 1990, I asked about the rumors of the recovery of alien craft and specifically about little bodies. Exon responded, “There was another location where it was, where apparently the main body of the spacecraft was ... where they did say there were bodies.”

At the time of the interview in 1990, we knew where the debris had been located, and we knew about the properties of some of the metal. There had been talk of a second site, but we had no good information about it. Later, we would learn about the second site closer to Roswell where, as Exon said, the main body of the spacecraft was found. Exon spoke of flying over both

sites at one time several weeks after the crash, and he described what he had seen from the air. We later identified that site as well.



Retired brigadier general Arthur Exon was heavily involved in the Roswell incident, which involved two separate crash sites and the recovery of alien bodies. He told Don Schmitt and the author that he was at Wright Field when the bodies and parts of the wreckage were brought there.

Exon told me, “I’ve got special information, but it may be more rumor than fact about what happened to the bodies, although they were all found apparently outside the craft itself but were in fairly good condition. In other words, they weren’t broken up a lot.”

I had just been told by a retired Air Force general that bodies of alien creatures had been found in connection with the crash of an alien spacecraft. He didn’t see them himself, but he knew the people who had, and he was confirming that bodies were recovered. He also described the condition of the bodies when they were found. These statements, by themselves, are an extraordinary declaration from a retired general.

But that wasn’t the last of it. Exon told me, “People I have known were involved in it and they’re the ones that told me they [the bodies] got to Wright-Patterson. But what I’ve been trying to do is try to imagine what

could have been done with them scientifically from a storage standpoint for further investigation. It's one thing to have an autopsy and another thing to preserve them. I know there were facilities available that could have done that, but I don't believe they were at Wright-Patterson."

Eventually, we learned that one of the bodies had been sent to Lowry Army Air Field in Denver. According to that information, the Army had a mortuary service there. They would be working to find the best way to preserve the bodies. At the time, they were unique biological samples, and no one knew whether there would ever be any more of them.

Since then, we—that is, Tom Carey, Don, and I—have been told that bodies had been sent to an Air Force aeromedical facility in Florida, probably at McDill Air Force Base. The bodies have again been moved, and I have heard they are housed at a naval installation on an island in the Pacific. If true, that would certainly enable the government to easily restrict access to that facility. It's very difficult to sneak up on an island.

There is one digression that must be addressed here. Once Don and I had published the Exon information, we were accused of misquoting Exon. This meant, of course, that his testimony could now be rejected as unreliable.

There is one digression that must be addressed here. Once Don and I had published the Exon information, we were accused of misquoting Exon. This meant, of course, that his testimony could now be rejected as unreliable. I sent a copy of the taped interviews to Exon and a copy of the book in which the quotes appeared. I asked him to point out the places where he had been misquoted. He replied on November 24, 1991. In his letter, he wrote, "I'm sorry that a portion of my interview has caused you trouble. I will acknowledge that the 'quick' quote does have me say my flights later, much later, verified the direction of the possible flight of the object."

In the next paragraph in that letter, Exon wrote, "Although I believe you did quote me accurately, I do believe that in your writings you gave more credence and impression of personal and direct knowledge than my

recordings would indicate [sic] their own!... The quotes were O.K. but authoritative emphasis was yours.”



*UFO researcher Tom Carey has worked for the Center for UFO Studies (CUFOS) and as a Mutual UFO Network (MUFON) state section director for southeastern Pennsylvania. He has collaborated with Don Schmitt on the books *Witness to Roswell: Unmasking the Government's Biggest Cover-up* and *Inside the Real Roswell*.*

In the end, Exon, in writing, verified the accuracy of our reporting of his involvement in the Roswell case. He didn't deny that he had said the things that we reported he said; he only asserted that we might have given them more emphasis than they deserved. But the truth is that an Air Force general was telling us about the retrieval of an alien craft and the recovery of the flight crew bodies.

Dugway

Ryan Wood, in his book *Majic: Eyes Only*, provides another answer for the question about the location of the bodies. Wood, in turn, gives credit to Tony Bragalia for providing the answer. According to Bragalia, there is another base in the western United States that hides UFO-related material.

Nearly everyone knows about Area 51 in Nevada, but the Dugway Proving Ground in Utah is even larger and more secret.

Dugway's mission is to develop defenses against chemical, biological, and radiological weapons. Anyone who has read *The Andromeda Strain* knows that Michael Crichton created a mythical project in the book designed to search for material from space that could be developed into biological weapons. Part of the Dugway mission is similar, though search for these weapons is terrestrially based without the space component.

This interest in Dugway as a location of alien bodies was hinted at by Colonel George Weinbrenner, who at one time was the chief of the Foreign Technology Division (FTD) at Wright-Patterson Air Force Base. FTD was the responsible agency for Project Blue Book, which takes us directly to UFOs. Weinbrenner was circumspect in his discussions of UFOs, but just before he died, he did say that the government or the military had secrets about UFOs at Dugway.

UFO researchers Grant Cameron and Angelia Joiner traveled to Texas to interview Weinbrenner, but he had died months earlier. They did speak with Weinbrenner's caregiver. She said that he had confirmed to her that there was alien visitation and finally said, again, according to her, "We have five aliens in Utah."

Granted, this is secondhand information, but it does suggest an installation that has the proper security, isolation, and capability to make a comprehensive study of alien technology and biology. And there are very few who have heard about Dugway, unlike Area 51, which entered the public consciousness decades ago.

If these secondhand witnesses are to be believed, it is indirect confirmation of aliens at Dugway. But it is also easy to dismiss these stories because of the nature of the information. There was a story of a vampire confronted by an investigator, who threatened the vampire with exposure. The vampire responded, "Go ahead. No one will believe you." That is the situation here. The story is so unlikely that those hearing it just reject it out of hand.

Back to Wright-Pat, Langley, and McDill

The pioneer of the crash/retrieval research, Len Stringfield, reported in *The UFO Crash/Retrieval Syndrome : Status Report II: New Sources, New Data* (1980), that his son-in-law Jeffrey Sparks provided the name of a man who had served with Army Intelligence. Stringfield contacted the man, whom he identified as J.K. in his report. J.K. shared the following information with Stringfield. I have provided a synopsis based on what Stringfield wrote:

He had seen nine alien bodies in thick glass enclosures and in deep freeze conditions that were well lit. They were about four feet tall and appeared to be gray, though it might be the result of the lighting or freezing conditions. He was told there were thirty bodies kept there.

He didn't see the craft but was told that alien craft were held at Wright-Pat. He was also told that craft were held at both Langley AFB and at McDill in Florida.

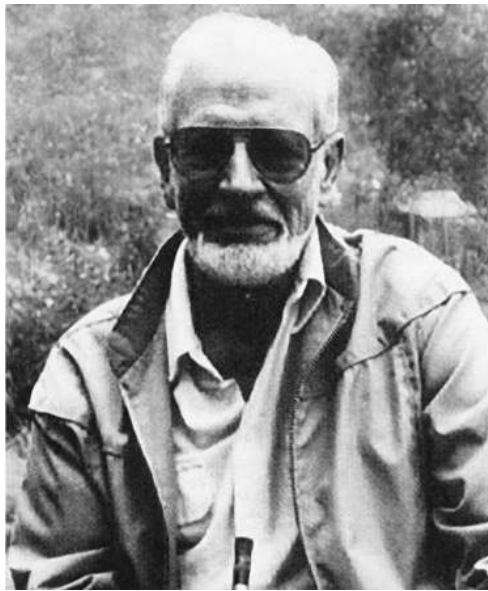
In the 1960s, according to him, other UFO research operations were conducted at Langley, Avon Bombing Range, which was part of McDill and at Seymour-Johnson AFB in North Carolina.

He said that at certain military bases, there were highly trained units that were ready to be sent to any area to recover crashed UFOs. These forces were known as Blue Berets.

He said that there were five crashes between 1966 and 1968 in Ohio, Indiana and Kentucky. Allegedly, during

one of the retrievals, there was a fight between the military units and alien beings. This suggested a possible hostile intent on the part of the aliens.

J.K. told Stringfield that information about the UFO activity since 1948 was contained in the Wright-Pat computer center. There are back up files held at other military bases. If Stringfield could get what he called the dump files, then he would have all the hidden UFO data.



Ufologist and author Leonard Stringfield was former PR advisor for the National Investigations Committee on Aerial Phenomena, a coordinator for the University of Colorado UFO Project (a.k.a. the Condon Committee), and director of Civilian Research, Interplanetary Flying Objects (CRIFO) and its monthly newsletter, ORBIT. He was also UFO advisor to the prime minister of Grenada, Sir Eric Gairy.

Stringfield wrote that he had several long talks with J. K. He had arranged to meet with J. K. after a talk in Dade City, Florida, but he didn't make it. Instead, he met with a man identified only as CAM, who claimed he had been one of the mysterious Air Force Blue Berets. CAM had never participated in a crash/retrieval but said that several of his friends had. Stringfield last spoke to J. K. on September 12, 1979.

Yes, I find this tale a little bit incredible. However, in my interviews with General Exon, he talked about receiving telephone calls alerting him to the

arrival of a special team. He would arrange for them to have what they needed, including air transport out west. Exon knew that these teams were investigating UFO events and remembered they had been sent to Montana and to Arizona. This is thin corroboration for parts of J. K.'s tales.



Stringfield is pictured here with his illustrations.

Final Analysis

Although in the world today, it is easier to accept some of these tales of crash/retrievals, we are required in any case to accept the veracity of the witnesses. In the Roswell case, we have dozens of witnesses to some aspects of the story. There are the senior officers on the base who told me about what they had seen and done, including some who were involved from the beginning. I also talked with others whose knowledge was of a small part of the overall event. Given what we all know about the crash there, in the limited documentation, there is a strong case for the Roswell retrieval.

Other events are not as well documented as the Roswell case. The original Kingman tale told by Arthur Stansel contains all the elements of a tall tale. Stansel was a highly educated and respected man but in his own words he said that he spun stories when he drank. It would be easy to call Kingman

the result of one of his tales. David Rudiak, in his search for additional information, located some interesting evidence. There now is a suggestion for three crashes in Arizona in 1953. It might be said that Stansel heard about one of them and plugged himself into the tale. While I find Stansel's tale to be dubious, there is enough additional information to suggest that the search should continue. This is laid out in the following chapter.

It is interesting that among those who claimed to have seen bodies, those descriptions match to some extent. The aliens are small, with large heads and thin limbs. The eyes are large, and there is rarely a description of ears. They are dressed in what might be called form-fitting flight suits made of shiny material. Often, the skin is described as brown, but there is also information to suggest that is a result of exposure to our atmosphere or possibly a fire on the craft.

Almost all suggest the recovered materials are first sent to Wright-Patterson and, from there, to other locations. Mentioned often is Area 51 but also to Dugway and other Air Force bases.

What I find interesting are the other forms of evidence that have been collected. Among those documents are the letters written by the late senator Barry Goldwater. He mentioned the area at Wright-Pat where some of the alien material is stored. He was denied access to it. He was not told it didn't exist. He was not told that it was a myth or misinformation. He was told that if he pressed the issue, he would be court-martialed. Given the laws and his service in the Air Force Reserve, that was not an idle threat. Those who have committed crimes while serving have been called back to duty for a court-martial.

In the end, we don't have a smoking gun, but we do have a great deal of smoke. We have a preponderance of the evidence, and while that might not satisfy the most skeptical in the world, it should give them pause because something is going on that currently defies conventional explanation.



Kingman: Anatomy of an Investigation

Long after I thought we were through with the 1953 Kingman UFO crash, it has been recently resurrected. The latest example came when Christopher Mellon, who is described as a former deputy assistant secretary of defense for intelligence, released an email exchange that was partially redacted. We don't know who the recipient was other than a senior member of the government, but given what we have seen of senior government officials in the last decade or so, I'm not sure that it is particularly impressive. Many of those officials seem to accept UFO cases that we know are less than credible.

In the email, Mellon wrote, "Right now we haven't gone that far back. We're dealing with the recovered UAP that landed in Kingman, Arizona in the 50s.... We now know the management structure and security control systems and ownership of the C/R [crash/retrieval]."

He continued, “We also know who recovers landed or crashed UAPs under what authorities. We also know that a still highly classified memo by a Secretary of the Air Force in the 1950s is still in effect to maintain the cover on UAPs. We also know the SES-2 who’s the Air Force gatekeeper.”

That email tells us nothing that we didn’t already know or suspect, and it does not provide names or organizations. We could, of course, learn the names of all the secretaries of the Air Force in the 1950s, but I suspect all of them are dead by now. We can’t verify much of anything, and it provides us with no real corroboration about the Kingman crash.



From 1985 to 2017, Christopher Mellon worked as a civilian for the U.S. Department of Defense and for the Senate. He was also a deputy assistant secretary of defense under the Bill Clinton and George W. Bush administrations.

I’ll note here that Mellon is associated with others who have been identified with current UAP (unidentified aerial/anomalous phenomena) research, including crash/retrievals. This means that Mellon heard about Kingman from those others. We’re still left with no firsthand witnesses other than the unreliable Arthur Stansel, who began this whole thing when talking with two teenagers about UFOs. All we have now is a former official suggesting that there was a UFO crash near Kingman without providing anything in the way of evidence. I suspect that an email with the critical data redacted provides us with nothing useful.

Like so many of the crashed UFO tales, this one was originally told by a single witness without much in the way of corroboration or, rather, a single identified witness and then some testimony from another source that suggests corroboration for the first witness, but it is information that came long after the Kingman story had become known throughout the country.

That second witness is secondhand, allegedly having heard the story from her late husband. Then comes a hint of additional witnesses that seemed to have leaped on the Kingman bandwagon later. In other words, in the final analysis, it is not a strong case but seemed to have the potential to become one.

But then, as I noted recently, the case was opened again when Mellon released the email. According to the original story, this was first reported by Raymond Fowler in the April 1976 issue of *Official UFO*. Without some corroboration, additional witnesses, and some documentation for verification, it would be impossible to accept as true, and it is next to impossible to verify. Remember, this was 1976, when virtually no one had heard of Roswell, and crashed saucer tales were rejected out of hand by nearly every UFO researcher.

Fowler, however, accepted the report as true because he had interviewed the witness himself, received a signed affidavit by that witness, and had a few documents that seemed to support the tale. The man had an impressive résumé and was a respected engineer who had worked on government projects. The evidence was flimsy, but it did exist. And that put Fowler, at least in the minds of some, ahead of most who had found other single-witness UFO crash cases.

The first interview of the witness was conducted on February 3, 1971, by Jeff Young and Paul Chetham, two teenagers with an interest in UFOs. In fact, in a newspaper article published in the Framingham, Massachusetts, edition of the *Middlesex News*, Young was identified as a boy writing a book about UFOs for juveniles. The article mentioned that Young had interviewed a man who had claimed he worked with Project Blue Book and had mentally contacted an alien spaceship. That point was ignored by nearly everyone who investigated the case later. Most failed to mention the

paranormal part of the interview, and I am one of those, though I've had that information for decades. It was part of Ray Fowler's investigation.

The witness was later given the pseudonym "Fritz Werner" by Fowler to protect his identity, but he is known in today's world as Arthur Stansel. I will use the Werner name throughout this chapter to avoid later confusion. According to Young, the witness had been at the site of a flying saucer crash about 20 years earlier. Werner, according to the information provided, was a graduate engineer who had degrees in mathematics and physics and a master's degree in engineering. He graduated from Ohio University in 1949 and was first employed by the Air Materiel Command, which, according to UFO history, was responsible for the reverse engineering of the Roswell craft. There seems to be little evidence to tie Werner to any of that, though he was tied to Dr. Eric Wang, who has been identified in UFO circles as leading the team reverse engineering UFOs.

During the Young and Chetham interview, Werner first told of just seeing a UFO during one of the atomic tests in Nevada. Werner and his colleagues had been drinking beer when they heard a humming and whistling noise and ran outside. The object came toward them and hovered for a while, but they couldn't tell much about it because it was night.

During the initial interview, Werner told Young that he had worked for Project Blue Book. He speculated that Blue Book was created because the Air Force "was getting too much publicity and there were too many people, other than official people seeing these things and reporting them." This observation is partially untrue. The Army had created the first military investigation. There is evidence that an unofficial investigation was started by General Nathan Twining, commanding general of the Air Materiel Command, in December 1946. That investigation eventually evolved into Project Sign, which evolved into Project Grudge and then Blue Book, which was closed in 1969. Someone who had worked in that arena should be aware of the history of official investigations. Even in 1973, that evolution was easily available in several UFO books, and nearly all UFO investigators knew it.

Young and Chetham finally asked specifically about the UFO crash in Arizona, and Werner said, "The object was not built by anything, obviously,

that we know about on Earth. This was in 1954 [actually, it was 1953]. At that time, I was out of the atomic testing, but I was still with the Air Force and this was the time I was on Blue Book. There was a report that there was a crash of an unexplained vehicle in the west, and they organized a team of about forty of us. I was one of the forty.”



General Nathan Twining, shown here in 1957, when he was chairman of the Joint Chiefs of Staff, started an investigation into the UFO phenomenon while leading the Air Materiel Command in 1946.

According to Werner, he had been alerted “through official channels and on a private phone line from the base commander at Wright Field saying that you’re a member of Blue Book and we would like for you tomorrow to get on a plane, go to Chicago and from there to Phoenix.” According to Werner, the object had crashed about 25 miles from Phoenix. He provided no explanation for being ordered to Chicago first, which would take him more than a thousand miles out of his way.

The object was 12 feet long and intact, according to Werner. “It was more like a teardrop-shaped cigar ... it was like a streamlined cigar.” It was made of material that Werner said he’d never seen before, and it was dull rather than shiny or highly polished.

The object was 12 feet long and intact, according to Werner. “It was more like a teardrop-shaped cigar ... it was like a streamlined cigar.” It was made of material that Werner said he’d never seen before, and it was dull rather than shiny or highly polished.

Young mentioned that there had been stories of an object crashing in Arizona and that one person had claimed to have photographed an occupant in a silver spacesuit. Werner responded, saying, “I saw the creature you’re talking about. It was real and I would guess about four feet tall.” Note that it was Young who first mentioned the creature and provided some details about it, but Werner quickly picked up on the cue.

Werner described the creature as being dark brown and speculated that its skin might have darkened because of exposure to chemicals in the atmosphere. He saw two eyes, nostrils, and ears. The mouth looked as if it was used “strictly for feeding,” though Werner didn’t explain how he knew this. He hadn’t gotten a good look at the body because, at the time he saw it, the military had already moved it into a tent. He glimpsed it as he walked by the open flap on the tent. That seems to be a ridiculous breach of security, but it is not the only one that Werner would mention.

Once he left the crash site, Werner wasn’t through with UFOs. According to the second part of the interview, Werner claimed to have contacted other beings from the saucers. It seemed that Werner had not only seen the body in Arizona but later conversed with living aliens as he astral projected himself into one of the flying saucers. Werner told Young, “Now we’re getting into things where you’ll just have to take my word for it because I can’t ... prove it.”

Not that he had provided any evidence for the Kingman crash. That tale just made more sense than his story of astral projection onto alien spacecraft that were light-years from Earth.

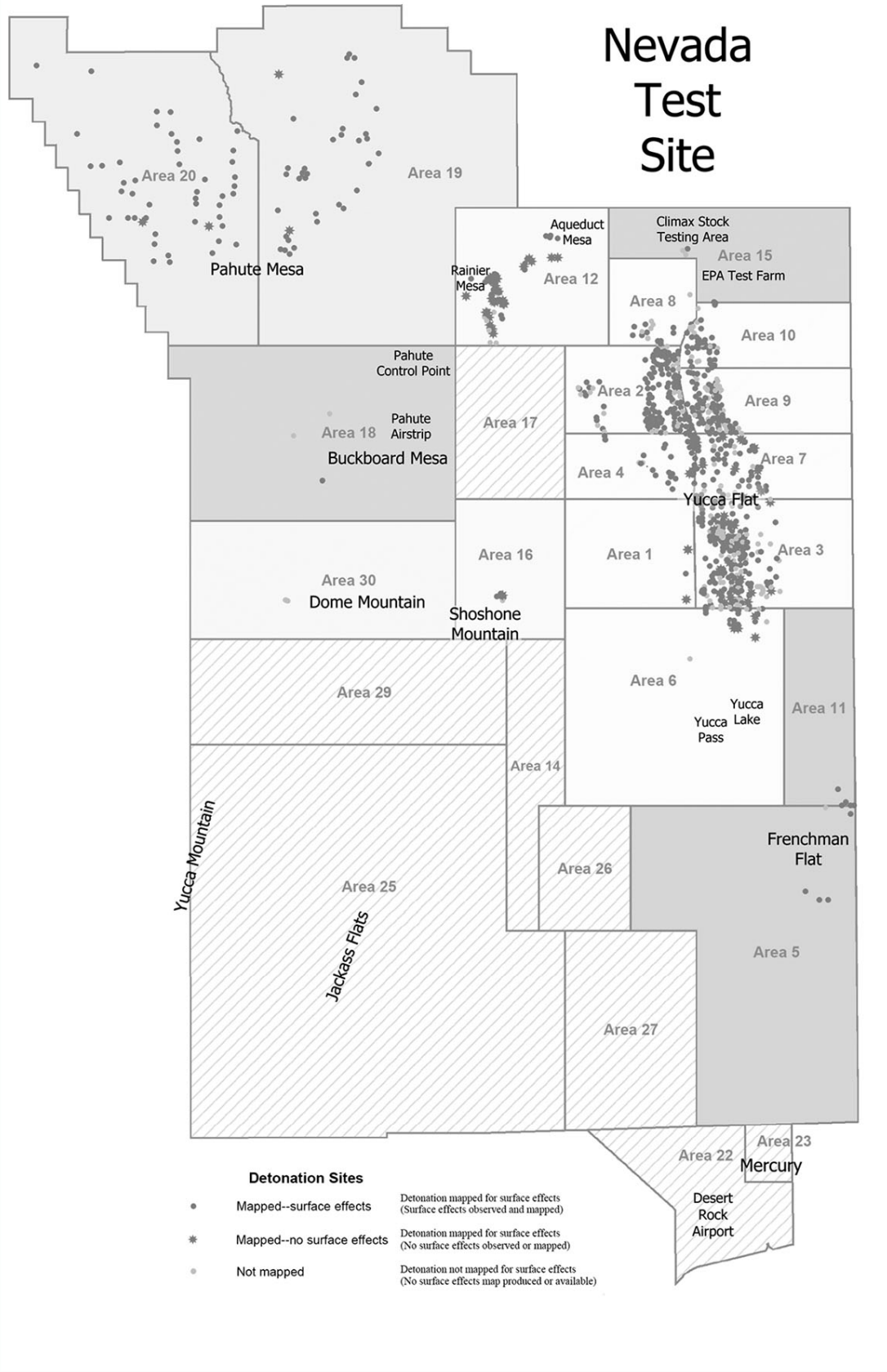
In subsequent interviews, Werner didn’t mention his “contact” with UFO occupants. He would provide those later investigators with an excuse for this, one that seems to hurt his credibility rather than help it.

Raymond Fowler, who later learned of the Young and Chetham interview through the newspaper, had figured it was just another UFO tall tale. He received a couple of telephone calls from friends who had read the newspaper article and were interested in the case. It was then that Fowler decided to investigate. Fowler, who had help from Young and Chetham, contacted the witness and set up his own interview.

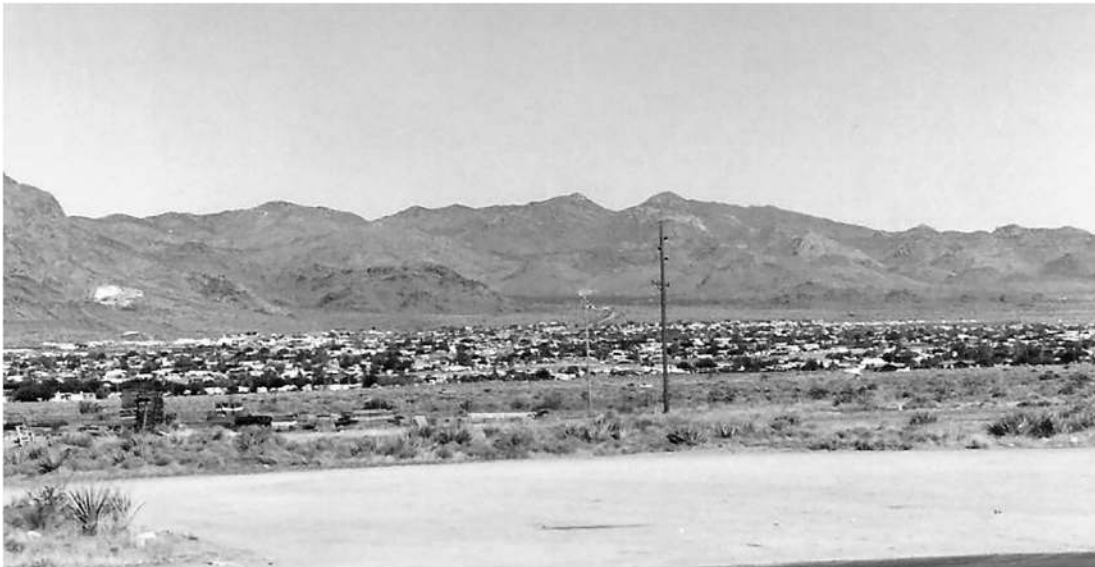
Werner told a slightly different version of the story to Fowler. None of the changes seemed significant at the time, and most could be explained as the normal shifts in the retelling of a tale that had taken place decades earlier. However, Werner also made some additional disturbing claims that further harmed his credibility.

According to Werner, he was working in the Frenchman Flat area of Nevada when he was called by his boss, Dr. Ed Doll, and told he had a special assignment. Werner boarded an aircraft at Indian Springs Air Force Base, north of Las Vegas, Nevada, and was flown to Phoenix. There was no mention of the side trip to Chicago. Once there, he was put on a bus with others who had already gathered. They were warned not to talk among themselves and then were driven into the desert northwest of Phoenix, not all that far from the Nevada border.

Nevada Test Site



A map of the Nevada Test Site indicates where bombs were tested. Area 5 is at bottom right and includes Frenchman Flat.



The outskirts of Kingman quickly empty of people, a barren landscape that may still hold answers to alien visitations.

The windows of the bus were blacked out so the passengers couldn't see where they were going. Werner believed they drove about four hours until they reached an area near Kingman, Arizona. Night had fallen before they reached their destination, which complicated some of the work that needed to be done.

This is the first of the problems. Anyone who looks at a map realizes that it would have been quicker to take them from the Indian Springs Air Force Base to the Kingman area rather than travel first to Phoenix. I suppose you could suggest that they, meaning those running the operation, chose the path they did to hide the real location from those on the bus. Or it could mean that Werner's guess about the location is in error. It might mean that the real site is somewhere in the Phoenix area rather than in the northwestern corner of the state.

When the bus stopped, they climbed out, one at a time, as their names were called. Although they had been told not to talk to one another, here was an officer supplying the names of all those on the bus by calling them out. It would provide those involved with a way of learning more about the

assignment after they were returned to their regular duties because they had the names of the others on the bus. That is a curious way to maintain security. In fact, it was a major breach. It also suggests the second of the problems with the Kingman report.

Werner was escorted from the bus by military police. Two spotlights illuminated an object that looked like two deep saucers pressed together at the rims. It was about 30 feet in diameter and had a dark band running around the center. The craft appeared dull, as if it was made of brushed aluminum. Werner estimated that the craft weighed about five tons.

There was no landing gear visible on the underside of the object and no sign of damage to the craft, although it had slammed into the ground with quite a bit of force. Werner could see no dents, scratches, or marks on the surface.

The only sign of impact was the evidence from the desert floor and the fact that a small hatch had sprung open. Werner said the hatch was curved, and the interior of the ship was bright.

Werner made his examinations, including measurements of the trench the ship had gouged out of the sand, the compassion factors involved, and the estimated weight of the ship. He believed that the craft had been traveling about 1,200 miles an hour when it struck the ground.

According to Werner, as each specialist finished his examination of the craft, he was interviewed in front of a tape recorder and then escorted back to the bus. None of the others was allowed to listen to his debriefing or to any of theirs.

Before he got to the bus, Werner saw a tent that had been erected on the site and was guarded by armed military police. Inside the tent was a single body of a four-foot-tall humanlike being. Werner said it was wearing a silver suit that had a "skullcap" that covered the back of the head but left the face visible and unprotected. The skin of the face was dark brown, but again, Werner thought the coloration might be a result of exposure to Earth's atmosphere or the effects of the crash. As noted, allowing Werner to see the alien being was another major breach of the alleged tight security around the site. They could have led him to the bus via a route that didn't allow him to see anything he wasn't supposed to see.

It is interesting to note here that in the descriptions of the aliens, one theme is mentioned again and again. The skin is dark brown, and it is believed that the color is the result of either something to do with the crash or exposure to the atmosphere. I'm not sure if this detail is significant. It might be a coincidence born of thoughts of fire during the crash, or it might be that the aliens were dark-skinned in the first place.

At any rate, on the way to the bus, Werner had the chance to talk to one of the others. The man had either been in the craft or had the opportunity to see inside the craft. He'd seen two swivel-like seats and instruments and displays, but that was about all. And here is still another breakdown of the security measures or indication of lax security. The man's job might have been to examine the interior, but he should not have discussed what he had seen with Werner.

Before Werner learned much more from the man, one of the guards saw them talking and separated them, warning them not to compare notes. He did nothing else, such as getting their names or reporting the security breach to his superiors so that both men could be given a stronger lecture about sharing classified information and the necessity for security.

Werner supplied a long professional résumé that listed not only his engineering status but his educational background and a list of his professional publications. It suggests that Werner was a highly trained engineer, and it does not seem likely that he would jeopardize his professional standing with a hoax about a wrecked flying saucer.

On the bus, everyone was required to take an oath of secrecy. They were not to talk about what they had seen or done to anyone at any time for any reason. They were then returned to Phoenix and released to their regular assignments. I have no information about Werner's return to his home station.

Werner supplied a long professional résumé that listed not only his engineering status but his educational background and a list of his professional publications. It suggests that Werner was a highly trained

engineer, and it does not seem likely that he would jeopardize his professional standing with a hoax about a wrecked flying saucer. However, he did not want his name used in connection with the tale, so it could be argued that he was not jeopardizing his career and professional standing unless someone learned his real name. His name did not leak for years.

Fowler, in his report to NICAP, documented several contradictions between what Werner had told him and what he had said to Young and Chetham during that first interview. The major problem was that Werner originally reported that the object was 12 feet long and 5 feet high and looked like a teardrop with a flat bottom, not like two deep saucers fastened together at the rims.

When Fowler pointed out the change to Werner, he repeated that the object was disc-shaped, 30 feet in diameter, and about 20 feet from top to bottom. Fowler wrote:

When confronted with this contradiction, the witness appeared flustered for the first time and said that he had described the object he had seen over Thule, Greenland, to the boys [Young and Chetham]. I reminded him that he had described the Thule sighting to me as having been a black disc seen at a distance. He started to insist until I produced the copy of the transcript, which clearly indicated that he had described the crashed object, not the Thule object, to the boys. At this point, he backed down and *admitted that he had lied to the boys* [emphasis added]. He said that the description given to me was accurate because I was really conducting a serious investigation into the matter. In my opinion, this is the most significant and damaging contradiction without a completely adequate explanation.

There were a series of other discrepancies between what Werner told Fowler and what he told Young and Chetham. Most of them could be attributed to memory lapses or, as Werner suggested, his exaggerations to the boys. It wasn't that he was intentionally trying to mislead them; he just wanted to tell them a good story. This, he suggested, was a result of the

martinis he had consumed before the interview with the boys began. He admitted that he often embellished stories when he had been drinking.

For Fowler, Werner, when pressed, eventually produced a page from his daily calendar dated May 20 and 21, 1953. It seemed to corroborate part of the story. The entries said:

May 20—Well, pen's out of ink. Spent most of the day on Frenchman's [sic] Flat surveying cubicles and supervising welding of plate girder bridge sensor which cracked after last shot. Drank brew in eve. Read. Got funny call from Dr. Doll at 1000 [P.M.]. I'm to go on a special job tomorrow.

The only interesting point was the reference to the special job given to him by Dr. Doll. But it doesn't tell us much, and it could refer to practically anything at all that is slightly out of the ordinary:

May 21—Up at 7:00. Worked most of the day on Frenchman with cubicles. Letter from Bet. She's feeling better now—thank goodness. Got picked up at Indian Springs AFB at 4:30 P.M. for a job I can't talk about.

Again, nothing to suggest that Werner was involved in a crash/retrieval, only that he had some kind of special assignment. And yes, it does seem strange that he would note on his unclassified desk calendar that he was involved in a special project that he couldn't talk about. Anyone seeing that would ask about it, and we've already learned that Werner is unable to keep a secret.

Again, nothing to suggest that Werner was involved in a crash/retrieval, only that he had some kind of special assignment. And yes, it does seem strange that he would note on his unclassified desk calendar that he was involved in a special project that he couldn't talk about.

Fowler, to his credit, tried to verify as much of the story as he could. He tried to verify Werner's claim that he had worked with Blue Book. Fowler, in his report to NICAP, explained that he had spoken to Dewey Fournet, a former Pentagon monitor for Blue Book. Fournet had said that he didn't recognize the witness's name, but then again, he didn't know all the consultants assigned to Blue Book over the years.

Since that proved nothing one way or the other, Fowler talked to Max Futch, who had been a temporary chief of Blue Book in that time frame. Ed Ruppelt had been reassigned, leaving Futch as the senior officer present. Futch said that he thought he had known all the consultants in that era and didn't remember Werner, under his real name, being among them. It is important to mention that Futch was assigned to Blue Book during 1953, the time frame suggested by Werner.

On the other hand, Fowler called three friends of Werner's as character witnesses. Each of them said essentially the same thing, that Werner was a good engineer and a trusted friend and never lied or exaggerated as far as they knew. Of course, Werner had contradicted that himself as he attempted to explain some of the discrepancies that had developed when he said that he sometimes embellished his tales while drinking.

However, noticing the differences between this interview and that conducted by Young and Chetham, Fowler had his doubts. Fowler said that he met Werner at his office on May 25, 1973, to discuss the problems with him. Werner claimed that the discrepancies were the result of mixing up dates, which he later corrected by checking his diary. It could also mean that those two dates contained no information until Werner added the entries after Fowler pushed for documentation.

Here is where Werner said that he had been under the influence of four martinis when he talked to the boys. Fowler checked with Young and was told that Werner had only had one beer on the day that he was interviewed. Of course, Werner could have had his four martinis before the boys arrived, which is, of course, what he said to Fowler. While the boys were conducting their interview, he only consumed that one beer.

But what Werner had done was shoot down his own credibility. His friends said that they had never known him to exaggerate, but he had said he did

after he had been drinking. Werner's explanations for the failure of the corroboration left a great deal to be desired.

Bill Moore and His Kingman Investigation

William Moore, coauthor of *The Roswell Incident*, reported in his 1982 presentation at the MUFON (Mutual UFO Network) Symposium:

Fowler's source, the pseudonymous "Fritz Werner" (whose real first name and some of his background are known to me) claimed that on the evening of May 20, 1953, he received "a phone call from [his superior] Dr. Ed. Doll, informing [him] that [he] was to go on a special job the next day." When I asked Fowler if he had checked this part of the story with Dr. Doll, he responded that his efforts to locate Doll had been unsuccessful.

In fact, in his report, Fowler said that he had confirmed that Doll existed—that Doll had been an employee of the Atomic Energy Commission and had been at the Stanford Research Institute. It seems unlikely that Werner would name a man for corroboration who could, if found, tear his story apart quickly, but that was what Gerald Anderson had done with this Dr. Buskirk during Anderson's claim of having seen a wrecked UFO on the Plains of San Agustin in July 1947. The inconveniently alive Buskirk told me that he had not been part of a UFO crash/retrieval in New Mexico and that Anderson had taken his anthropology class at the Albuquerque High School. That, of course, should have ended any interest in what Anderson claimed. And it showed that witnesses sometimes named names of those who are still alive to contradict what is claimed.

But I digress.

Moore said that it took him just four days to locate Doll and that he met with him on October 9, 1981. Moore asked him what he knew about the incident near Kingman, and Doll said that he knew nothing about it. Moore then asked him about Werner (using his real name) and wrote, “I was somewhat taken aback by his flat statement that no one of such a distinctive name and rather distinguished technological background had ever worked at the Nevada Test Site.”



Dr. Ed Doll (left) is shown here in a 1955 photo during an inspection at the Nevada Test Site at Frenchman Flat. Standing with him are nuclear physicist Alvin C. Graves (center) and U.S. Air Force colonel Hershell E. Parsons.

Moore then dismissed the Kingman story, writing, “I don’t know quite what to make of this case ... since my own investigations into the matter have produced nothing but dead ends.... I am inclined to spend my time pursuing more productive matters.”

The single glaring error in Moore’s analysis is the claim that Fowler’s source had a distinctive first name. In the past year, I have located a signed copy of the affidavit, along with the professional résumé, and a full analysis of the case by Fowler. In other words, I have Fowler’s source’s name,

Arthur Stansel, and there is nothing distinctive about his first name. Of course, knowing how Moore operates, it might be that he said “first name” and meant the last name, which is distinctive. It seems that Moore’s claims about the case might be without foundation, which complicates the matter even more, if possible.

In fact, I have learned quite a bit about Moore in recent years, and without something more definitive than his uncorroborated statements, I am inclined to reject Moore’s analysis. It might be nothing more than an attempt to reject other tales of crashed saucers to keep the Roswell case as the most important UFO crash case. In fact, it might be an attempt to return Roswell to its unique status.

Remember, too, that in 1989 Moore claimed to have operated as an unpaid agent of disinformation for the Air Force. He told researchers that in his role, he had spied on fellow researchers, supplying information about them to the Air Force. He engaged in a deception directed at another researcher to discredit him. And he said that he had supplied disinformation to researchers to divert them into areas that would provide nothing useful.

It doesn’t really matter whether Moore was telling the truth about these activities because no matter how you slice it, he has killed his own credibility. If what he says is true, then we can’t believe much of what he says because we don’t know what is tainted by his association with these other agents of disinformation. And, if he is not telling the truth about this, then what else has he been less than candid about? It is the classic lose-lose situation. And the point is that Moore is the one who created this mess.



Discrepancies concerning the description of the craft that had crashed into the desert were concerning but not so great that the testimony of the witnesses was called into question.

Len Stringfield, however, found another witness who corroborates part of the Kingman story. According to Stringfield's monograph *Retrievals of the Third Kind*, Cincinnati researcher Charles Wilhelm said that a man identified only as Major Daly had told Wilhelm's father that in April 1953, he had been flown to an unknown destination to examine the remains of a crashed flying saucer. He had been blindfolded and driven to a point out in the desert where it was hot and sandy. Inside a tent, the blindfold was removed, and he was taken to another location, where he saw a metallic ship that was 25 to 30 feet in diameter. He saw no signs of damage. He spent two days analyzing the metal from the ship, which he claimed was not native to Earth.

Daly was not allowed to enter the ship, though he did note that the entrance, or hatch, was about four or five feet high and two to three feet wide and was open. When he finished his analysis, he was escorted from the area.

Daly's information didn't agree exactly with that given by Werner, but it was close enough not to raise some questions. The discrepancies can be explained by the point of view of the teller. He saw things from a different angle, and his experiences were slightly different. It does seem to provide some corroboration for the Kingman crash story. The real problem is that it is secondhand at best, and that moves us right back into the realm of Gerald Anderson. His story seemed to be corroborated by a series of secondhand sources, all of whom were unavailable for independent review. In fact, no

one knows whether Daly exists or existed at all, though I will note that Len Stringfield was a careful investigator. And I will note that Daly didn't mention Kingman specifically, only that he was flown to an unknown location. We might be complicating the matter by assuming that it was Kingman.

Stringfield also reported on a man who was in the National Guard (though I wonder if it wasn't the Air National Guard, a distinction that those who haven't served in either might not make) and claimed that he saw the delivery of three bodies from a crash site in Arizona in 1953. He mentioned that the creatures had been packed in dry ice and were about four feet tall with large heads and brownish skin, which does corroborate Werner to a limited extent.

Stringfield, in his 1994 self-published monograph *UFO Crash/Retrievals: Status Report VII*, reported still another claim of the Kingman crash. According to him, "My new source JLD, a resident of Ohio, north of Cincinnati, in a surprising disclosure claimed that a close relative, the late Mr. Holly, who had served in a top command (in a defense department capacity [whatever that might mean]) at Wright-Patterson in 1953, told him about one of two crashes in Arizona. He also told him three bodies, one severely burned, and parts of the wrecked craft, were delivered to the base."

Those two reports, of Major Daly and JLD, are classic friend-of-a-friend stories. The information doesn't come from the source but from someone else who heard it from someone else, and when you are that far removed from the original source, the chances for mistakes, misunderstandings, and confabulation increase.

Those two reports, of Major Daly and JLD, are classic friend-of-a-friend stories. The information doesn't come from the source but from someone else who heard it from someone else, and when you are that far removed from the original source, the chances for mistakes, misunderstandings, and confabulation increase. Yes, the information is interesting, and it does provide some corroboration for the Kingman case, but the fact is, such reports are quite dubious.

As noted earlier, there is more secondhand information about Kingman that came from June Crain, who worked in the Parachute Branch (WCEEH-1) at Wright-Patterson Air Force Base. She reported that a sergeant, whom she didn't identify, had a special clearance needed to enter the office and claimed that he had just come in on a flight from the Southwest.

The problem is clearly that the secretary did not remember the exact time frame or location or the name of the sergeant. To suggest this was part of the Kingman case, we must resort to speculation based on the limited documentation of her employment experience at Wright-Patterson. The only crash tale that fits is the Kingman event, and the connection to it is extremely weak.

Another Firsthand Source?

To me, the Kingman case has been blundering along on the periphery of legitimacy for several years. It would be easy to write it off, especially with the problems of the Werner account, if not for another source, this one discovered by Don Schmitt.

During research into the abduction phenomenon, he learned of a woman, Judie Woolcott, whose husband had written her a strange letter from Vietnam in 1965, believing, for some reason, that he wouldn't be coming back from overseas. He had just had a premonition about his survival.

According to her memory of the letter, her late husband had seen something strange 12 years earlier. Woolcott thought that it had been August 1953, and although she might have been mistaken about the month, she was sure that it happened near Kingman. Her husband, a professional military officer, was on duty in an air base control tower. They were tracking something on radar. It began to lose altitude and disappeared from the screen, and then, in the distance, there was a bright flash of white light.

Woolcott wrote that the MPs began talking about something “being down” in the desert. Woolcott and most of the men in the tower left the base in jeeps. They drove in the general direction of the flash, searching. Eventually, they came upon a domed disc that had struck the ground with some force, embedding itself in the sand. There didn’t seem to be any exterior damage to the craft, and there was no wreckage scattered on the ground.

Before they had a chance to advance, a military convoy appeared. Woolcott and those with him were stopped before they could get close to the disc. They were ordered away from it and then escorted from the site. They were taken back to their base, where they were told that the event had never happened and they had not seen anything strange. Just as others have been in the past, they were sworn to secrecy under severe penalties if they revealed what they knew.



Judie Woolcott said that her husband, while serving in Vietnam, sent her a letter describing his involvement in the retrieval of a crashed disk. According to her, he was killed a week later.

Woolcott didn’t write much more in the way of detail. There didn’t seem to be any external reason for the craft to have crashed, and he didn’t see any bodies. But there was talk about them. Some of the military police said that there were casualties that were not human. Woolcott made it clear that he hadn’t seen them, he’d just heard talk.

The letter indicated that he knew more but didn't want to write it down. According to Woolcott, about a week later she learned that he had been killed in action.

Here was a source who allegedly knew nothing about the Kingman case but was able to provide a little more information about it, even if it was secondhand. Although the time frame is off slightly, it is interesting that she was sure of the location. During his interview with her, Schmitt said that she brought up Kingman, and that stuck because he thought about calling Fowler when the interview ended.

I need to note here something that I find curious about the end of this report, and that is that Judie Woolcott doesn't have the letter. It would seem to me that one of the last communications with her husband would be of significant sentimental value. It would be something that she would want to keep, even if it took a trip into the unusual by mentioning a flying saucer crash. That document, dated in the mid-1960s, would be of value to researchers.

But nothing is ever easy in the search for corroboration in the world of the UFO.

On June 1, 2010, I heard from Judie Woolcott's daughter, Kathryn Baez. It was at that point that the entire tale told by Woolcott blew up. Baez said that her stepfather, William Woolcott, was not only still alive, but he had not served in Vietnam. And he had not married Judie Woolcott until 1980, so he hadn't written to her about his involvement in the Kingman UFO crash from Vietnam years earlier.

Baez said that her father was Elmer E. Fingal, who was born in 1938 and had been in his mid-teens in 1953. He hadn't been working in an air traffic control tower in 1953, so he could not have been the man who wrote what I now think of as the "nonexistent" letter. According to Baez, her father had served in the Navy. He died in 2006, which took him out of the running as well.

But because nothing is ever simple in the world of UFO crashes, especially those in Arizona, there is another man involved in this. According to a man who calls himself "the Wanderling," he said this man wasn't married to

Woolcott but was a soldier and close friend who was killed in Vietnam in 1965. He might have been the source of the letter.

According to research conducted by David Rudiak that takes us to a website hosted by the Wanderling, we learn that Woolcott's Vietnam correspondent was a friend she met when she lived in Wisconsin. This man, an Army captain whose name might have been Charles Alan Roberts, was killed in Vietnam and was old enough to have been in an Air Force control tower near Kingman, which suggests he was the original source of Woolcott's tale.

There is another complication. According to his military record, he was in the Army and had been discharged in December 1952. From 1953 to 1955, he was attending New Mexico A&M, which became New Mexico State University in Las Cruces. The record puts him nowhere near an air control tower in Kingman in 1953.

Woolcott supposedly lied about him being her husband because they had a thing going on and she didn't want the family to learn about it. The alleged letter was not released by Woolcott because of that personal information. She was hiding it from her then-husband, her family, or maybe the government because of those personal comments. Of course, that letter has never surfaced. It is just one more claim of corroboration that seems to have vanished into the mists of time.

Baez said that her mother liked to embellish her stories (shades of Arthur Stansel) and that her tale of a mysterious letter from a husband killed in Vietnam was another of those tales. In fact, Baez told me, "I often felt that my mother sensationalized her life for which I didn't agree, and we would often butt heads."

This meant we were back to one witness for the Kingman crash, and by his own words, Stansel (Werner) said that he liked to embellish his stories, especially after he had been drinking. While I had once thought there was something to the Kingman UFO crash, there simply wasn't any corroboration left for it. Both witnesses had been found to embellish stories and were therefore unreliable.



This UFO-shaped object with “Experimental Balloon” printed on it was seen in 2007 off of Route 66 near Kingman.

Corroboratio n at Last?

There is still another complication to the case. After I published the long article about Kingman on my blog, there were several comments to the blog that supplied the same information to me. That, of course, caught my attention, and I started down those rabbit holes, much to my horror. Preston Dennett, in his *UFOs Over Arizona*, wrote:

Another possible source comes from Leonard Stringfield. Reportedly, the witness was taken in April (May? [note in Dennett’s book]) 1953 to a desert area to examine the crash of a flying saucer. The witness described the object as thirty feet in diameter. It had no apparent damage. He was not allowed to enter the ship, but did see a hatchway about four feet tall and two feet wide. His job was to analyze the metal. He spent the next two days on the site.

After his tests, he concluded that the object was not constructed on Earth.

In 1977, after Stringfield gave a lecture talking about the Kingman UFO crash, a National Guard employee approached him and said that back in 1953 he was stationed at Wright-Patterson AFB in Ohio. He was there when a group of crates arrived from a UFO crash site in Arizona. The crates, he learned, contained three humanoid bodies. They were four feet tall with large heads and brownish skin. Each was packed in dry ice to preserve it. One of bodies was apparently female.

That information, which didn't supply complete sources, did mention the last installment of Stringfield's *UFO Crash/Retrievals* series: *Status Report VII: Search for Proof in a Hall of Mirrors* (February 1994). Stringfield wrote:

In spite of interruptive moments of feeling subservient to the negative influences of UFO crash/retrieval surreality, there are some moments of reward, too. One, euphorically happened March 24, 1993, when I spoke before an open-to-the-public meeting at the Milford Public Library near Cincinnati. ...

In my extemporaneous talk, I reviewed my crash/retrieval research in which I cited the first of my firsthand sources in 1977, who revealed that he had witnessed three alien bodies at Wright-Patterson AFB fresh from a crash in Arizona, 1953. This revelation prompted a member of the audience to stand up and ask that I repeat the place and time and number of retrieved aliens. When I finished my talk, he took me aside to reveal that he had information that would back up my 1977 source 100 percent.

The case in question [was] published first in the paper I had presented at the MUFON Symposium in Dayton,

Ohio, 1978, and republished, in greater detail in Status Report II, 1980. ...

All this is good, but according to Stringfield, the man became unapproachable once he became a leader in the National Guard. Once again, we are left with intriguing information but no way to verify it. We have secondhand and thirdhand sources of information and speculation that they are related to the Kingman crash. We still have no solid information.

An Additional Complication

Jenny Randles, in her *UFO Retrievals: The Recovery of Alien Spacecraft*, added a wrinkle to the story that originally looked as if Richard Hall had learned about the Kingman crash before Ray Fowler interviewed Werner in the mid-1970s. If true, this would be some powerful corroboration to the crash tale. Randles reported, “However, the earliest reference [to the Kingman crash] seems to have been made to MUFON researcher Richard Hall in April 1964. He was told the story by a future commander about whom Hall said, ‘I could not imagine a less likely hoaxter.’ He spoke about a 1953 crash in the Arizona area from which four small bodies were recovered. The descriptions of the craft and of the bodies were, again, extraordinarily consistent.”

This same claim was made by Preston Dennett in *UFOs Over Arizona*. He wrote, “The next hint of the case was perhaps revealed to Richard Hall back in 1964. Hall spoke with a man (soon to be a commander in Vietnam) who said that, in 1953, a UFO crashed in Arizona.”

I needed to find the original source of this claim of a 1964 letter and contacted several UFO researchers who had a long history with Hall. No one was able to provide the source for the information, including Randles.

Her response to me indicated an uninterest in this and possibly all things related to UFOs. Given her quick but unenthusiastic response, I didn't want to bother her again about it.

I finally did track down the source of this early date and learned that those reporting on it had misread part of Len Stringfield's 1980 MUFON presentation, where the information had first been publicly reported. Stringfield wrote that he had a copy of a letter dated April 8, 1964, which he received from Richard Hall in 1977. That letter from Hall to Stringfield caused the dating confusion. It said:



Ufologist Richard Hall worked for the National Investigations Committee on Aerial Phenomena (NICAP) from 1958 to 1969. He was also a director of the Fund for UFO Research and was editor of the MUFON Journal for the Mutual UFO Network.

Here at the school, there is an instructor who, during the Korean conflict was an adjutant to an Air Force General at one of our New Mexico proving grounds. I got the following story from him.

In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied with doors open. Upon searching the surrounding area they

came upon the bodies of the saucer's four occupants, all dead.

Shortly after this certain top level personnel were given the true saucer story by Air Force officials. My source was included in this. They were shown the bodies of the four occupants of the ship, which he described as three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to try to determine the cause of death. No cause for their deaths was ever found. Also at this time they were shown three saucers. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well, and there were no visible means of control, no visible propulsion. He told me that since that time the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.

I can vouch for the validity of this information as well as the reliability of the person I got it from. This you can state as a positive fact. Due to the fact that he is still affiliated with the armed forces he prefers that his identity remain hidden. He also told me that this is top secret information which is highly guarded to prevent leaks.

Stringfield made no personal comment about the information but quoted from Dick Hall's cover letter dated December 23, 1977. This indicated that Hall had received the 1964 letter in 1977, which makes Hall's involvement much later than believed and undercuts the importance of the letter. Hall wrote:

The chap mentioned in the letter is the one Todd Zechel finally tracked down and I went to interview the man and had a face-to-face meeting with him here in the Washington area. He was here on some church-related business. As former aid to a general and command pilot in Vietnam, I couldn't imagine a less likely hoaxer. He

clearly took UFOs seriously. He wouldn't directly talk about what he had seen, but in company with the general, they saw the evidence at Langley AFB in Virginia. Also, our informant told us of an Air Force pilot telling him of the southwest crash story.

This is not a ringing endorsement of Zechel's claims. The unnamed source said they saw evidence at Langley AFB but didn't necessarily say it was a craft or bodies. This simply doesn't validate the letter or Zechel's claims about it. Zechel's reputation inside the UFO community doesn't help. He had been known to bully witnesses, change dates of cases, and ignore contradictory evidence. And I need to point out that the original copy of the letter has never been produced.

Hall, in his 1988 book *Uninvited Guests*, does report on three crashes from Arizona in 1953. He writes:

1953; near White Sands, New Mexico. Army helicopter pilot who served as an aide to Air Force General states that a "crashed saucer" of ovoid shape (about 18 ft. x 30 ft,) and bodies about 4 ft. tall were retrieved and later stored (at least temporarily) at Langley AFB, Virginia [sic]. Investigator: Todd Zechel.

1953; Arizona (crash site); Wright-Patterson AFB (viewing site). Air National Guard Commander reports seeing four alien bodies in crates being offloaded in hangar, packed in dry ice. Bodies approximately 4 ft. tall, large heads. Report coincides in all major particulars with following reference and could very well be an independent confirmation. Investigator: Len Stringfield.

May 21, 1953; Kingman, Arizona. A project engineer on Air Force contract with the Atomic Energy Commission reports being one of a group of specialists taken to the crash site in a bus with blacked-out windows to study the craft. He observed a supposedly alien body about 4 ft. tall in a nearby tent. Investigator: Ray Fowler.

A bit of commentary on these entries by Hall is needed. Todd Zechel was not a reliable source and is largely responsible for much of the nonsense around the Del Rio UFO crash hoax. I have reported this problem on my blog several times as it relates to Robert Willingham, who radically altered the story on multiple occasions and who claimed to be a retired Air Force colonel. His tale was completely fabricated, and Willingham was never a commissioned officer in the Air Force or the American military, nor was he a fighter pilot, which ruins his credibility.

Two Separate Reports of a Single Event

One other point bothers me. The tale mentions an Army helicopter pilot who was the aide to an Air Force general. Neither is identified, nor does it seem likely that an Air Force general would have an Army pilot for an aide. Those appointed aides to general officers are normally from the same branch of the service. The general's aide is not only a position to aid the general but is training for those officers considered for promotion to higher levels.

There is a complication to this that I believe has caused a dating problem. Hall referenced an article in the July–August issue of the *International UFO Reporter*. He wrote:



Langley Air Force Base in Hampton, Virginia, has been involved with some strange events and had a role in the Rendlesham Forest events of late December 1980.

1953: Arizona: Businessman-pilot, former Naval Intelligence officer. Observed bodies in crates being off-loaded at Wright-Patterson AFB from Arizona crash site. Direct witness interviews and background check by Len Stringfield. Witness discouraged from further cooperation by reference to security oath. Report coincides in all major particulars, with the following reference and could well be an independent confirmation. (Source: Stringfield, 1980 monograph, Case A-1)

This information was gathered by Stringfield, who wrote that in the summer of 1977, after he had been at the first meeting of the Cincinnati chapter of the World War Wings, a businessman approached him and told him, according to Stringfield, "I have seen the bodies. That's approximately where the saucer crashed [indicating northwestern Arizona on a map]. It was in a desert area, but I don't know the exact location. I'm almost positive it happened in 1953."

He added, “I saw the bodies at Wright-Patterson. I was in the right place at the right time.”

Here’s where the tale gets dicey. He said that he stood inside a hangar, about 12 feet away, “peering at five crates on a forklift.” There was a guard close by, but the guard apparently didn’t remove the witness, who remains unidentified. Stringfield wrote that his informant had heard that one of the creatures had been alive. They gave it oxygen, but that failed to save it.

The other strange comment was that the informant believed that one of the creatures was female. He said, “Either one of the aliens had an exceedingly muscular chest or the bumps were female breasts.”

In Hall’s 1985 article, there is another notation that complicates all this even more, if possible. Hall wrote:

1966: Wright-Patterson AFB, Ohio: Ohio businessman, former Army Intelligence officer. Observed alien bodies in storage. Direct interviews by Len Stringfield. (Stringfield, 1980 monograph A-3.)

Both of these cases have remarkable coincidences to them. Both don’t take place at the crash site but instead at Wright-Patterson. Both are reported by former military intelligence officers, and both come from individuals described as businessmen. I wonder if some of the later authors didn’t realize there were two sources telling the same tale and lumped them together, giving rise to some of the confusion about the dating. Neither of the men reported the tales to Stringfield until the late 1970s. In his article, Hall dated the information as being from 1966, and I have wondered if that isn’t part of the trouble.



The bodies of deceased aliens have reportedly been maintained at Wright-Patterson AFB. Other information suggested that bodies might have been kept at McDill AFB in Florida and Lowery AFB just outside of Denver, Colorado.

It should be mentioned that J. K., the witness from the 1966 “sighting” at Wright-Patterson, did not mention 1953 or Arizona. Stringfield also noted that J. K. knew about Goldwater’s attempt to see the alien bodies but was refused permission by General Curtis LeMay. J. K.’s story was not used by Hall in his book, which suggests he found something dubious in the claims.

Again, there is nothing here that provides us any way of learning more about these cases. That brings us to a rather complicated “chasing footnotes” segment. In Hall’s book, he noted that information about several earlier cases had come from Len Stringfield’s 1980 presentation at the MUFON Symposium. I couldn’t find the reference in the paper, but I did locate the information in Stringfield’s 1980 *Status Report II: New Sources, New Data*.

I’ll note here that the email from Mellon that started this research for me is associated with others who have been identified with current UAP research, including crash/retrievals. This means that Mellon heard about Kingman from those others. We’re still left with no firsthand witnesses other than the unreliable Arthur Stansel (Fritz Werner). We have a former official suggesting that there was a UFO crash near Kingman, but he doesn’t have any solid evidence, just the stories told by others.

More Rabbit Holes

It did, however, send me and, later, David Rudiak down several additional rabbit holes that do not confirm the crash but do supply several strange incidents. We both were trying to learn more about the Kingman crash, and in the search for that information, we came up with two names of proponents of that claim: Preston Dennett, mentioned earlier, and Harry Drew. I reached out to both.

Drew, who had been researching the Kingman crash for years, suggested that not one but three UFOs had crashed in Arizona in a short period of time. Drew wrote that one of those craft had been destroyed when it flew into a mountain, a second had hit a rocky butte and fell into a reservoir, and the third had been found embedded in the sand intact. The military had recovered one of them and taken it to Nevada, which I suspect is an oblique reference to Area 51. Drew, I learned, had died.

The second man, Dennett, is still alive and posting on Facebook. I had attempted to contact him several times through Facebook and his website but did not receive a quick reply. In interviews conducted by the media, Dennett was clear in his belief that there had been a crash of an alien spacecraft. But there was no clear evidence that such was the case, and he has not provided it.

With the help of Schmitt, I did receive a less-than-cordial response from Dennett. He wrote, “You write in your latest blogpost (June 29, 2025) ‘I believe that Peston [sic] Dennett has talked to some who claim personal knowledge of the Kingman crash, which he details in *UFOs Over Arizona*.’ Your belief is incorrect. I have never spoken to any firsthand witness, nor have I said I have spoken to any firsthand witness.”

I noted that it wasn’t clear in his book that he had not spoken to any firsthand witnesses. That meant that the only firsthand testimony we have is from Fritz Werner (Arthur Stansel), who made it clear that he embellished

stories when he had been drinking. The boys saw him drink a single beer, but he told Fowler that he'd had four martinis before he arrived.

And, of course, the information he provided to Ray Fowler is different in several ways from that he originally told the boys. Are these changes significant? Maybe, or maybe not. Context is important, but it seems that the story is more invention than it is established fact.

In the end, Dennett didn't have any firsthand witnesses, and Judie Woolcott's story of her receiving a letter from her husband in Vietnam and then him dying about a week later is unreliable. Although at one time I had accepted the Kingman crash story as stronger than it is and gave it a positive rating in *Crash: When UFOs Fall from the Sky*, I now know that there is very little of importance in it. The Kingman crash began with a man telling a couple of teenagers that he was involved in examining a crashed UFO, and there hasn't been any evidence for it provided since.

Although at one time I had accepted the Kingman crash story as stronger than it is and gave it a positive rating in *Crash: When UFOs Fall from the Sky*, I now know that there is very little of importance in it.

Ryan Wood, in his book *Majic: Eyes Only*, had originally rated the story with a medium-to-high level of authenticity, but he changed that in the second edition of his book, published in 2024, lowering it to a medium-to-low level of authenticity. Wood, too, has found the state of the case to be crumbling.

David
Rudiak's
Detailed
Search

Rudiak made a detailed search of the newspaper files for that era, beginning in 1950 and working toward 1953. He found no hints of a crash in any of those newspapers, though he did find some strange events recorded in them. None of these strange events, some of which hinted at an alien presence, related to the crash/retrieval stories.

What he did find was Harry Drew's claim of three crashes in six days in May 1953. There was another crash in the area, in June 1950, in which a UFO crashed into Hualapai Peak. Drew seemed to claim that the first of the "Kingman crashes" happened on May 18 southeast of Kingman. Drew thought this wasn't so much a crash as a landing. An Air Force recovery team arrived within two hours of the landing.

The second crash was north of Kingman on May 21, 1953. This is the tale told by Arthur Stansel (a.k.a. Fritz Werner). According to Drew, those involved in the recovery only spent a short time on the crash site and were told this was a secret Air Force project. That didn't show up in the early interviews with Stansel.

The third crash took place on May 24. This is another craft that was alleged to have been brought down by a high-powered radar that was being tested in the area. Those who believe the 1948 Aztec crash was real talked about how radar brought down that craft.

What Rudiak did not find was any newspaper references to a crash in the Kingman area in May 1953. Roswell, on the other hand, was announced in newspapers around the world at the time of the event. There are pictures of some of the primary players in the Roswell case that were published then. Kingman, not so much.

For those who wish to chase this down the rabbit hole, Rudiak sent me a link to a website (<https://the-wanderling.com/woolcott.html>) that discusses some of this. While it tries to make a case for the Kingman crash, it just provides additional rabbit holes to explore, nothing of which gets us to any evidence.

The research that David Rudiak and I began after Mellon's leaked email, which, as I noted, inspired this investigation, provided no new evidence for the Kingman crash.

Rudiak, I believe, thinks there might be something of value in continuing the Kingman investigation. I fear that there was no crash simply because the main source, while an accomplished man, admitted to inventing exciting tales while he was drinking. I also worry that without additional testimony, if it exists, we'll never be able to learn the truth about this case.

Rudiak, in his detailed search of the several newspaper files for that era, wrote:

The reason I was recently doing these newspaper searches was because I came across historian Harry Drew's work on the Kingman crash(es), in which he said in the process of HIM doing thorough research of the Kingman newspaper (*Mohave County Miner*: MCM) he came across two weird stories from 1950 and 1953 of strange men being found near Kingman, brought to town, and then mysteriously vanishing. He thought these were surviving alien crew from crashes up in the mountains that triggered forest fires there. So, as a starting point, I was trying to verify that these newspaper stories actually existed.



While some researchers like David Rudiak keep the faith about the tantalizing tales of aliens found outside of Kingman, there remains little to support this belief other than the word of storytellers.

I had access to the MCM from 1950 through my local university library microfilm collection, but this didn't

extend to 1953. I did search the 1950 MCM thoroughly from June–August 1950. There certainly was a story in the MCM from June 22 about the large fire and three, small, burned men being taken to Kingman and then vanishing.

But what about a Mayish 1953 story when the usual Kingman UFO crash was supposed to happen? (Drew thinks there were actually 3 crashes.) Here Drew claimed 2 strange men were arrested near another fire in the mountains on suspicion of arson, taken to the Kingman Courthouse and placed in a very secure holding facility in the basement, and then vanished. He said this was on the front page of the MCM.

I did have a chance to look at the MCM from May 1953 when I was briefly in Kingman about 20 years ago, went to the Mohave Museum of History and Arts, and hurriedly viewed the paper on their microfilm reader, but didn't have time to do a thorough search. During this search, I don't remember coming across anything related to a crash. And I wasn't looking for any other weird stories.

What he did find was Drew's claim that there were three crashes in six days in May 1953. There was another crash in the area in June 1950 in which a UFO crashed into Hualapai Peak. That area of Arizona was a graveyard of UFOs, though the evidence for them was thin at best and completely missing altogether. Rudiak wrote:

A June 1950 crash was pure conjecture on Drew's part, based on there being a large forest fire there at the time, which Drew thought was caused by a UFO crashing there, like he thought also happened in 1953. In particular, Drew found a strange side story which he thought pointed to the fire being caused by a UFO crash. Three burned "youths" or "young men" were reported being picked up near the fire by a National Guard captain helping fight the fire. As reported by the MCM and carried by many other newspapers, the captain said he took them to the Kingman

hospital, but there was an ambulance there waiting for them with two other men, who loaded the burned men, left the hospital, and then vanished. A three-state search for them failed to turn up a trace.

According to what Rudiak wrote, he thought that Drew believed these strange men were the surviving crew of a crashed craft that triggered the fire but I can find no indication in any story of anything crashing or being recovered or what caused the fire, other than a suspicion of arson. And since hundreds of people were fighting the fire, it seems difficult to believe a recovery could have taken place with nobody noticing.

Drew seemed to claim that the first of the 1953 “Kingman crashes” happened on May 18 southeast of Kingman. Drew thought this wasn’t so much a crash as a landing. An Air Force recovery team arrived within two hours of landing. Rudiak said:



Hualapai Peak rises about 8,400 feet above the desert and is 15 miles southeast of Kingman. In addition to the three reported UFO crashes in 1953, another supposedly occurred in 1950 on this mountain.

First of all, what I attribute to Drew is based primarily on my memory of listening to multiple podcast interviews he did. He put out a limited-edition book, but it doesn't seem to be available anywhere.

According to Drew, this story was based on interviews with retired AF Colonel Wendelle Stevens, who has a long and controversial history in the UFO community. Drew said Stevens was the last living member of the recovery crew. Allegedly the recovery team was at Nellis AFB, Las Vegas. I have a lot of problems with this story, including getting there in only 2 hours, which would suggest a permanent, on-call, 24-hour crash recovery team always ready to go.

I would point out that Stevens wasn't a colonel but a lieutenant colonel, a distinction that is often ignored by those who haven't served in the military. But beyond that, Stevens was an unreliable source. He endorsed UFO sightings that were proven hoaxes, undermining what little credibility that he had. The problem was that many in the UFO community accepted him as a competent investigator.

Rudiak wrote, "However, the most difficult part of the story for me was the claim that when they arrived, there were four living, unhurt crew members who looked almost exactly human, and the head one speaking perfect English. Stevens allegedly claimed they were immediately evacuated to Area 51 in Nevada, though it didn't exist in 1953."

But Werner's story is not reliable either, which suggests that there were several people who were making up their involvement with the Kingman crash. I have already noted the collapse of the various witnesses and the total lack of reliable firsthand witnesses.

Rudiak also noted that this is also in sharp conflict with the Werner story of seeing only one creature—a small, dead one. But Werner's story is not reliable either, which suggests that there were several people who were

making up their involvement with the Kingman crash. I have already noted the collapse of the various witnesses and the total lack of reliable firsthand witnesses.

Drew tried to link the first crash with that of Werner. For one thing, it would not agree with the Werner timeline of being notified on May 20 for a special assignment and then traveling there the next day. He couldn't have been notified before the crash even happened. However, it would be consistent with a May 18 crash date.

The third crash took place on May 24. This is another craft that was alleged to have been brought down by a high-powered radar that was being tested in the area.

Drew linked all three 1953 alleged Kingman crashes to an experimental, high-powered radar allegedly being tested there at the time, but currently I have seen no hard evidence publicly presented by him that there ever was such a radar.

However, Rudiak didn't totally dismiss the idea that a high-powered radar might cause such a craft to crash, not so much a "death ray" but something interfering with its navigation. For example, in the famous 1957 RB-47 case, three separate electronic monitoring units on the plane picked up radarlike microwave emissions from the UFO as it paced and circled their plane. Conceivably, then, they could be highly reliant on something like radar for navigation and flight control, which might be disrupted by high-powered radar beams of our own.

This is one of the places where Rudiak and I disagree. I simply don't accept the theory that an alien intelligence that had discovered a method of interstellar travel, with all the complications of such a flight, would fall to a radar beam, no matter how powerful it might be. This is the same excuse used for the Aztec crash of 1948.

A Final Analysis

We can say that the Kingman case was built completely on the testimony of a single witness of dubious reliability. Werner (Stansel) was said to be a solid citizen who, by his own admission, told tales when he was drinking. Given that, it would be easy to write off Kingman as nothing more than a delusion by someone who occasionally drinks and tells tall stories, but there were others who claimed to be first- or secondhand witnesses. Like Werner, they had nothing to back up their tales, and not one of them provided any documentation. We had stories but nothing to support those stories.

The mere fact that nothing appears in the Kingman newspaper in that era, as mentioned by Moore in his 1982 symposium paper and confirmed by Rudiak, suggests that the Kingman crash is a fantasy invented by Werner. A search I conducted of the Las Vegas newspapers also failed to supply a clue, but then again, if the recovery was a military operation with no civilian participation or observation other than those brought in to complete the operation, the fact that the newspapers failed to report it might be a reason for the lack of any mention. The military might have been able to keep the whole story bottled up. Of course, Arthur Stansel ruined that with his story told a couple of decades later.

And then, with two other, independent, though admittedly strange sources that lead to Kingman, I thought that it might be time to reevaluate the case. It is interesting to note that Werner provided one date until he checked his desk calendar, finally providing researchers with a different date. Both Major Daly and Judie Woolcott provided different months for the crash, but they did get the location and the year right. Of course, we don't know who Major Daly is, and we now know that Woolcott was a liar.

The testimony and documentation for the Kingman event is next to invisible. We had one firsthand source who might have been telling a story that mushroomed after it appeared in a local newspaper. We have two apparently independent sources who provide some corroboration, but both are secondhand. Woolcott provides an interesting view of the event, but there was never a chance to interview him. And we know that he wasn't killed in Vietnam and was too young to have been in the air control tower in 1953. It all was a lie.

Unlike some of the reports of crashed saucers, the Kingman story doesn't have much of anything for us to examine. Without something new added to the tale, some corroboration, or a firsthand source or two, there is little that can be said for the Kingman case. There are some names attached to the tale and some facts that we can attempt to verify, but with this case, the good, solid evidence is not existent. The least we can do is watch the case in case something new is added that has veracity to it. Until then, we must label it as a hoax.



The Humanoids in 1973

I always thought there was something different about the wave of UFO sightings that began in the late summer of 1973. First was the fact that it had started with weak sightings earlier in the year. Second was the fact that so many of the craft had been seen on the ground. Third, there were so many sightings where the occupants of the craft were seen outside of it digging in the dirt as if to obtain scientific samples. And finally, there were many sighting reports that indicated that the occupants of those alien spacecraft were attempting to capture animals and humans.

Even at the very beginning of the year, there were reports that indicated 1973 was going to be different. *The A.P.R.O. Bulletin* for January–February carried a front-page article that announced, “Alien Space Probe Orbiting Earth?” The source was the *National Enquirer*, which was not the most reliable source for some of their stories, but they were often careful in their reporting of UFOs. If there were corroborating witnesses and documents available, that added a new layer of credibility to the *Enquirer* reports. In the few cases that I checked, I found the reporting accurate and later learned

that Bob Pratt, who often reported on UFO sightings, was a very careful investigator. He was a one-time editor of the *MUFON Journal*.

According to the *Bulletin* article, a Scottish astronomer, Duncan Lunan, said he had found evidence that an alien space probe was circling Earth near the orbit of the moon. Lunan said that unidentified signals, which he called echoes, had been detected as early as the 1920s by astronomers in France, Holland, and Norway. The scientists had been sending out a series of pulses, and they had received two sets of echoes. Given the time lag and the distances involved, they deduced that the echoes were coming from an object far out in space, near the orbit of the moon.



Scottish science writer Duncan Lunan gained considerable notoriety in the 1970s when he claimed that an alien space probe was orbiting our moon.

Lunan said that he thought these strange pulses might be from an intelligent source. He remembered that Professor R. N. Bracewell at Stanford University had predicted that a probe, attempting to contact Earth, might send a map of star constellations as part of its contact information. Lunan plotted the long delay signals as dots on graph paper and eventually concluded that it was a map of Epsilon Boötis, a star system in the constellation Boötes, that was about 103 light-years distant.

Although there were claims of a follow-up investigation, the story seemed to die at that point, but there would be more information later. Instead, we were treated to tales of something called the Black Knight satellite that has been in orbit around Earth for about 13,000 years. Stories of the Black Knight satellite could be traced to Nikola Tesla, who reported on repeating radio signals in 1899 that he believed were coming from space.

To complicate the issue, in 1954, newspapers reported an Air Force announcement of two satellites in Earth's orbit. This was three years before the Soviets launched the first artificial satellite. The Black Knight satellites had been detected by several lines of independent observers, and it was confirmed by the Air Force, according to some sources.



This NASA photo from 1998 shows what the agency claimed was space debris but that conspiracy theorists say is the Black Knight, a satellite of alien origin.

Additional information was published that provided a location for the object in a highly eccentric orbit. That new information didn't provide an identity for the object; it just kept the story alive, and it then became part of the Black Knight legend.

Brian Dunning, who does have a bit of a reputation for skeptical analysis, wanted to know more about the Black Knight conspiracies. He learned that many of the tales were not connected, meaning simply that grouping them

together led to an inaccurate conclusion about the viability of the legend. For example, Dunning learned that the name “Black Knight” came from a British space program and not from anything that Tesla had said. From 1958 through 1965, the British launched 22 rockets in an effort to test reentry vehicles. The program had nothing to do with alien visitation but did have much to do with space exploration and the creation of artificial satellites. It was all just terrestrially based rather than anything suggesting an alien presence.

It turns out that Tesla had picked up radio signals from outer space, but the discovery of pulsars in 1968 explained it all. He had been among the first to detect pulsars but was unable to explain them given the state of radio astronomy at the time. That, of course, didn’t explain everything, including what Lunan had discovered in 1973, but it did demonstrate the independent nature of these theories. Linking them caused the confusion and a suggestion of an alien presence that was overstated.

This finally leads us back to Lunan and his suggestion of a large object in Earth’s orbit, but near the moon rather than light-years away. The eventual follow-up, which was never widely circulated, was based on a method that wasn’t very scientific. Lunan admitted he had made errors in his calculations and retracted the original concept. This is only interesting for us because the information was released at the beginning of 1973 and mentioned an alien intelligence.

Foreign Objects Entering the Solar System

The concept of a massive craft in orbit near the moon was universally rejected by scientists, military leaders, and the general population for

decades. But then in the 21st century, Harvard astronomer Dr. Avi Loeb suggested that an object that had originated outside our solar system had passed through it. While many of his colleagues agreed that the object was not from our system, they believed it was a natural phenomenon rather than an indication of an alien civilization. Loeb was convinced that it had been created by an alien race tens of thousands of years ago.

Since it was traveling at less than light speed and considered artificial, it probably carried no life forms. One theory was that it had been launched in much the same fashion as our own Voyager space probes in the 1970s. Voyager was designed to fly by the outer planets and then continue into deep space. The mission was not considered complete as it passed the last of the planets. It carried several items that would tell an alien race that they were not alone in the universe. They might not be able to understand the symbols or decode the magnetic recordings, but the craft itself would announce our presence. There was no real anticipation of any sort of communication between us and any society that Voyager might discover.



The author of Extraterrestrial: The First Sign of Intelligent Life Beyond Earth (2021) and Interstellar: The Search for Extraterrestrial Life and Our Future in the Stars (2023), Avi Loeb, Ph.D., is the Frank B. Baird Jr. Professor of Science at Harvard University, where he also headed the astronomy department there for 10 years.

This wasn't the only example of an artificial probe passing through our solar system. In 2019, a comet designated as 21/Borisov entered the solar system. Scientists said that the comet's interstellar origin was based on calculations about its orbit. This time there was no suggestion of it being of artificial construct based on the observations and measurements made as it approached the sun. It was a natural object that had formed millions of years ago and had flown through deep space to our solar system.

On July 1, 2025, the NASA-funded Asteroid Terrestrial-impact Last Alert System (ATLAS) survey telescope in Chile found a third such object passing through the solar system. This new comet has an eccentric, hyperbolic orbit that does not loop around the sun. It poses no threat to Earth.

It should be noted that we have launched into interstellar space two artificial objects traveling at sub-light speeds. At some point, an alien race might find one or the other and realize they are not alone in the galaxy. It is just a way of announcing to the galaxy that we're out here ... or it might be a way of saying that we were once here.

UFO Flap in Alabama

A flap, in the world of UFOs, is a concentration of dozens of localized UFO sightings made over a short time. There have been dozens of these flaps recorded since June 1947, when Kenneth Arnold reported a series of strange craft near Mount Rainier. One such flap began on December 27, 1972, when there were 17 sightings in and around the city of Lexington, Alabama. APRO field investigator Bill Rogers forwarded a long report about the phenomenon to APRO headquarters in Tucson, Arizona. Rogers himself had a sighting on January 30, 1973, as he and his companions were driving around the city in search of the objects. Rogers wrote that he was near a garbage dump when he spotted a yellowish-orange-white light traveling slowly above the trees.

He stopped the car and got out with his two partners. Through binoculars, they watched the object for two to two and a half minutes. Rogers said that it had a strange shape, something between a sphere and an egg. They all thought it looked as if it was going to land.

They got back in the car and headed toward the UFO when one of the men said, "Look at that thing." Again, Rogers stopped the car. By the time they all got out, the UFO had disappeared behind a hill, but they could still see the glow from it. It wasn't long before the UFO rose above the hill, and their Geiger counter began to click rapidly. The UFO then dipped back behind the hill, and the Geiger counter fell silent.

As the UFO reappeared and the Geiger counter began to rattle again, Rogers flashed a light at it. The light dipped back down, and the Geiger counter again fell silent. This went on five times, and on the fifth, the glow disappeared.

As the UFO reappeared and the Geiger counter began to rattle again, Rogers flashed a light at it. The light dipped back down, and the Geiger counter again fell silent. This went on five times, and on the fifth, the glow disappeared. They tried to drive to that site, but there were no roads in the area. They were unable to find the UFO or any physical evidence of its passing.

Between February 1 and 3, Philip Nix, who said he didn't recall the exact date, was returning home when he stopped at an intersection. According to what was reported in *The A.P.R.O. Bulletin*, he said, "All of a sudden there was a light all over the road and at first I thought I had pulled out in front of a car, so I sped up." He then looked behind him and saw an egg-shaped object about 40 feet above his car.

Nix said that he was traveling about 70 miles an hour, but the UFO was staying with him. When he reached the crest of a hill, the UFO seemed to hesitate and then was gone at a high speed. He lost sight of it when it descended behind a trailer factory in the distance.

That wasn't Nix's only encounter with a strange glow. On February 18, he had just pulled into his driveway when he saw a bright glow behind the house. He thought the field was on fire, but after watching it for a couple of minutes, he went inside to get his brother and tell his parents. When everyone was back outside, they saw an egg-shaped object. Its glow disappeared as if someone had flipped a switch.

Rogers made his second sighting on February 4. Rogers received a telephone call from someone he described as reliable, though he withheld the name. The caller said that he and several others had followed a UFO for several miles. Rogers, who had investigated several such reports over the previous week, told the caller to keep watching and to let him know if anything changed.

About 25 minutes later, the man called back to say that he was at Wheeler Dam. Rogers then talked with the lock attendant, who said he had seen something strange. Rogers called the state police and got permission to speed to the site. He traveled at 80 to 90 miles an hour and arrived about 10 to 15 minutes later. While he was interviewing the witnesses, one of the men pointed to the other side of the river. There was a ball of light just above the trees. It traveled along the treetops, reached the river, and turned toward the dam. Rogers lost sight of it at that point. He ran around the dam but couldn't see the light. They watched for another 10 to 15 minutes and then saw the light rise from the water. It left the area at a high speed.



Wheeler Dam is a hydroelectric dam on the Tennessee River between Florence and Decatur, Alabama. An attendant at the dam told Rogers he had seen strange lights nearby.

A security police officer arrived, but he hadn't seen anything. He thought it might have been a helicopter. Rogers pointed out that it had made no noise and that it had been flying at treetop level. Rogers called the Federal Aviation Administration, but they had no records of a helicopter in the area at the time of the sighting. He also interviewed a Tennessee Valley Authority guard who had been on duty at the time, but he said there were no helicopters in the area.

The Rhode Island Flap

Beginning in March, Rhode Island became the scene of another minor UFO flap. On March 5, 1973, Ann Gardner said she watched an object fly slowly in front of the Shamrock Fire Tower. She said the flattish, disc-shaped object, about the size of a dirigible, had no lights, made no sound, and had the appearance of an aluminum disc.

About five hours later, at 9:00 P.M., she saw what she thought of as the same object. This one had brilliant lights with red, glowing tops. As it flew to the west, the lights disappeared suddenly.

A day later, on March 6, a woman in Hope Valley watched a helicopter fly overhead. As it disappeared, she thought there was a second helicopter, but as the second craft flew over, she saw that it was round, with brilliant-white, flashing lights and two blue-white beams shining to the front. She heard no sound, and she thought it was following the helicopter. As happens in many UFO sightings, the dogs reacted to the second craft, suggesting an electromagnetic field.

On March 18, a family watched a set of flashing red lights come off Block Island Sound. There was no sound reported, and they said the object behind the light was about the size of the full moon when it was on the horizon.

On March 21, Gardner reentered the picture. She said that she watched an object that was lower than she had ever seen one. It flew slowly and had the largest red lights she had ever seen. It flashed red and white, but when an airplane approached, the lights went out.

About 30 minutes later, she called Donald Todd, who had been investigating the UFO reports for APRO, to tell him about her latest sighting. With Ray Sereebetz, Todd drove out to the scene and reported they watched the object. They heard no sound and said the UFO was flying in a large circle. They lost sight of it behind some trees, but as they drove along the same road, they saw the UFO flashing red and green. They stopped and used binoculars but could not resolve any shape. They continued to follow the object but eventually lost sight of it.

I will note here that I am always skeptical of repeaters, meaning those who make more than one sighting of a UFO. While on an investigation in Wisconsin, I was in the local sheriff's office when a man called and said a red flashing UFO was landing in his backyard. I accompanied the deputies to the scene. We were escorted through the house to the backyard. The man pointed to the UFO, and all of us recognized it as the flashing lights on a radio tower. It had been there for years, but he had just never noticed it before. This is the sort of thing that could turn a true believer into a skeptic easily.

I mention this because it could be said that Gardner was mistaking mundane, terrestrial objects as something strange. However, she called the local APRO field investigator, and he reported the same thing. As the object moved, they couldn't get a good, clear look through binoculars, and the UFO finally disappeared. I give Gardner a pass because on this one, at the very least, one of her sightings was of something unusual.

It changed speeds, rose, and descended, but stayed on a course to the northwest. They heard no sound and watched it for about three minutes when aircraft heading to the local airport approached. The object dimmed to an orange-red and flew away.

On March 23 in Gloucester, Anthony Calouri and his family watched a bright, glowing object flying erratically at about a thousand feet. It changed speeds, rose, and descended, but stayed on a course to the northwest. They heard no sound and watched it for about three minutes when aircraft heading to the local airport approached. The object dimmed to an orange-red and flew away.

On March 25, two couples driving into Sun Valley saw a brightly lit object flying over the trees. It passed overhead, turned, and followed them for about a mile and a half. It veered away while blinking red, green, and white.

On March 27, a man driving home from the Rhode Island Hospital in Providence saw a round object glowing with an orange-red light, flying parallel to him. He was driving the speed limit, and the UFO was keeping pace with him. Wondering whether it might be some kind of reflection, he stopped and got out of the car. The object had stopped ahead of him. He heard no noise from it but did confirm it was not a reflection. He got back in the car, and the object followed him for another 15 miles. Just before he reached the Kingston interchange, the object veered away and disappeared in the west.

The sightings in and around Rhode Island continued into April. One of the last sightings was made on April 13, when a witness said that he saw an object moving directly toward him from the north. It was at treetop level

and moving slowly. There was a half circle of lights with a pulsing red one either in the middle or on top. He said it made no sound, approached to about half a mile, and then made a U-turn, disappearing in the north.

The Piedmont, Missouri, Flap

On February 21, Eugene Bone was heading home with members of his basketball team when one of the boys noticed bright lights in the distance. They thought it might be a helicopter. They reached an intersection on the highway and saw that the lights were about 50 feet in the air and 200 yards distant. Bone turned off the engine, and everyone got out of the car.

There were four very bright lights flashing white, amber, blue, and red, but not in any particular sequence. They watched the lights for more than 10 minutes, but the lights didn't move or make any sound.

That was not the most spectacular of UFO sightings. On May 25, Marjorie Cundiff looked out her office window to see something moving quickly across the water. She thought at first that it was a water skier, but then, a flat, square-topped object came out of the water and made a sweeping turn. There were no other details about this sighting, but it was her second sighting that is more important. A few nights later, she was awakened by her dogs barking. She saw a strange light and decided to investigate. She drove down by the dam, and as she approached, her car radio failed. As she left the area, it began to play again.

Here was a sighting that was more than just an observation of lights in the distance. Her dogs' reaction suggested something more, and her car's failure added another dimension to the sighting. This was evidence that the lights or the craft were interacting with the environment. It suggests she was

seeing something other than ordinary lights, perhaps an object emitting an electromagnetic field.

A real problem in UFO research is that after one sighting is publicized, many others are then reported. While we have examples of many good sightings provided during these minor flaps, there are also those that are misidentifications, illusions, and outright hoaxes. It is necessary to understand these things as we move on to the more important sightings from later in 1973.

September 1973

One of the first indications that this trend of increased UFO sightings would continue was a large increase in September reports. But rather than just lights in the sky or sometimes craft flying close to the ground, the sightings began to include landings and descriptions of the alien crew. There were also more reports made by both law enforcement officers and military personnel.

In Athens, Georgia, on September 3, a man rushed into the police headquarters saying that he had been buzzed by a UFO. The bright, flashing object dove at his car, coming within 15 feet of the ground, and then turned, heading back up into the sky. He had the chance to make a solid observation.

The next day, September 4, witnesses reported they saw a small object flashing green, blue, and gold lights. A second, larger object was seen that was also multicolored but then changed to solid white. Both UFOs were visible at the same time.

On September 9, several youngsters said they had seen 10 big, black, hairy dogs exit a landed UFO in the Laurel Grove Cemetery in Savannah, Georgia. The UFO turned out its lights after it landed. The point here is that the UFO was on the ground and that there were some sort of inhuman beings reported on the outside of it.

Two soldiers at Fort Leonard Wood in Missouri watched a bright, glowing sphere as it passed their car on September 14. It was flying at treetop level and, once past their car, turned, gained speed, and then disappeared. They reported the sighting to the Highway Patrol in Rolla, Missouri, but investigation by Ted Phillips failed to learn the names of the soldiers or to gain any additional information about it.



A number of UFO sightings have involved brightly lit objects that fly by cars or fly next to them for a time that was long enough for witnesses to get a good look at them.

A family living at the time in Sydney, North Carolina, saw and reported a creature with glowing red eyes, long hair, pointed ears, and a hooked nose on a gray face on September 20. The limping creature, which was missing a hand, could leap some 50 or 60 feet at a time. Although they found no physical evidence left by the alien, they weren't the only ones to see it. A disc jockey and a group of boys reported the same thing. The boys fired six shots at the creature without apparent results.

In Paducah, Kentucky, Sheriff Nathan Cunningham of Obion County saw three UFOs as they raced over his house on September 29. He was quoted in *Skylook* (No. 72) as saying, "I saw something, and I don't know what it was. It had a big bright light in the center, and it had red, green and blue looking lights around it. You couldn't tell how far away it was or how big it was. From a distance it looked like the big glow was 10 or 12 feet square."

That wasn't the end of it for the sheriff. He said that he saw two UFOs hovering over the Hornbeak riding ring and then disappear. When he

arrived home, he saw another UFO that he said was low enough that he could hear it. That UFO made a humming sound that sounded nothing like an airplane or helicopter.

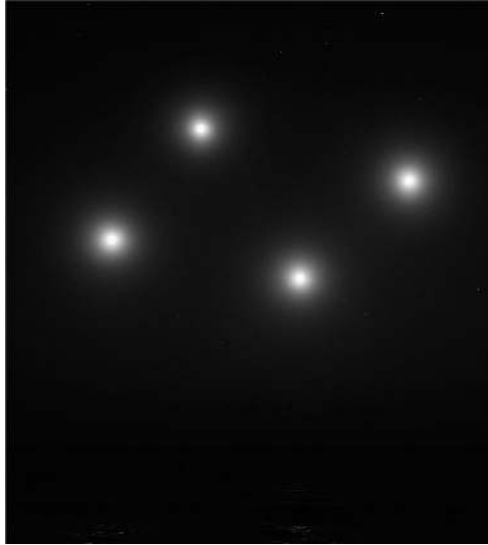
Cunningham wasn't alone in his observations. Two deputies, P. L. Pilalas and J. O. Davis, told the police dispatcher that they had seen the UFOs. Pilalas said the objects were about 50 feet in diameter with four red lights and a running light.

Pilalas said the object was flying at an altitude between 500 and 1,000 feet. He said that he was hanging out of the patrol car window, looking up at it. He flashed the UFO with his flashlight. "We let our blue light shine twice and then stopped. The vehicle then flashed its white beams twice and then both the white lights and the red lights went out." They reported an unexplained failure of their radio for about two minutes, adding an interesting dimension to the sighting.

Another law enforcement officer, B. G. Arnold, along with five other unidentified members of the Highway Patrol, saw the UFO. Calls continued to come in from the area until about 11:00 P.M. when all the interest faded.

In Obion County at the border with Tennessee, George and Vicki Rogers saw a bright red light that flew close to the ground, lighting a huge area. That almost caused a traffic accident on the state highway.

Police officer Flanning Glover saw the UFO near Collierville, Tennessee. He said, "If I was by myself, I'd say I was nuts, but there were plenty of witnesses." Like other police officers, he shined his spotlight on it and the UFO vanished, only to reappear in another place. He said that it was a moving light that appeared to be orange at times, then would change back to white.



Often, the strange objects witnesses think are UFOs are no more than unidentified, unusual lights that are seen in the night sky. Such objects could be almost anything, including weather phenomena, reflections, or military craft.

The next night, September 30, Paducah police chief Robert Holt said that his patrolmen saw some “strange phenomena” in the night sky. There were strange glows and weird lights that he thought might have been caused when a car hit a utility pole, knocking a transformer to the ground. He didn’t offer any explanation for other sights in the area.

I will note here that many of the sightings were of glowing lights rather than solid objects. That might indicate some kind of natural phenomenon, though no one suggested anything like that. I don’t believe that the sightings were the result of any kind of hysteria, but the numbers might have been driven by people now looking for and reporting things that confused them. Although that might explain the jump in reports, October would change the dynamic.

October

In October there were more reports of lights and objects and of alien creatures. Although the descriptions from one set of witnesses didn’t match those from another, it might not be a relevant observation. If a spaceship from Earth carried a diverse crew, there might be a nearly seven-foot-tall

man from western Africa and another man about five feet tall from central Africa. There could be a tall man from Europe with blond hair and a midsized woman from Asia. There could be other various descriptions, but all are human. The population of humans has a wide range of types based on ethnicity, region of birth, genetics, and several other factors. True, they are all humanoid, but they wouldn't be described in the same way given the diversity of their outer characteristics.

On October 1, 1973, three men reported that they had seen a huge alien creature that walked in a mechanical way. In the distance, they saw an egg-shaped object. When they explored the field where the object had landed, they found impressions left by the landing gear.

A truck driver, Eddie Webb, of Sedalia, Missouri, said that he was temporarily blinded by a UFO. According to the *Sedalia Capital* from October 10:

The literature of Unidentified Flying Objects (UFOs) is filled with some pretty unbelievable stuff, but probably not much of it exceeds in strangeness the experience last week of a Cape Girardeau, Mo. truck driver.

Eddie D. Webb [45] told authorities he was temporarily blinded by a "ball of fire" from a UFO that came up behind his truck on I-55 near Jackson. Webb said the UFO was turnip-shaped, with the top and bottom spinning, and giving off red and yellow lights.

Webb's molten glasses were examined by a physicist at Southeast Missouri State University, who said the frames appeared to have been heated internally. Dr. Harley Rutledge said he saw no evidence of a hoax.

There was, of course, more to the story, which completes the picture. According to MUFON's *Skylook* (No. 72), Webb said that it was about 6:15 or 6:30 when he saw a bright light approaching "real fast" from behind him. He said that it had three segments, with the top and bottom made of aluminum and spinning and a center section that seemed not to move with

glittering red and yellow lights. The UFO was large enough to span both lanes of the road.

Webb woke his wife, but she couldn't see anything in the rearview mirror. He stuck his head out of the window, looking to the rear. Seconds later, there was a bright flash. Webb said that it felt like a ball of fire hit him. He lost his glasses. He managed to get the truck stopped before he wrecked it.

His wife took over the driving and headed to the Southeast Missouri Hospital. Although Webb had been temporarily blinded by the light, his vision slowly returned. He was treated by an ophthalmologist, who found no permanent damage to his eyes.

His glasses were found near the highway by Sergeant Ed Wright of the Highway Patrol, who took them to Dr. Harley Rutledge for analysis. Rutledge said that "it appeared they were heated internally. The plastic apparently got hot, and the mold came to the surface. The heat warped the plastic, causing the lens to fall out.... The test didn't prove that his tale isn't true. It could have been anything from a flare to a spaceship."

The next day, on October 4, Cary Chopic, a resident of Simi Valley, California, saw a triangular-shaped object hover in a cloud of dust. In the clear, bubble-like dome on the top of the UFO, Chopic saw a humanoid creature in a silver-colored wetsuit. When the alien saw Chopic staring, it dived out of sight. The dome began to rotate faster and disappeared into the craft as it made a whirring sound and a fog began to envelop it. Seconds later, the UFO disappeared. According to Chopic, it didn't appear to move; it simply vanished.

A retired schoolteacher and her daughter were driving toward El Centro, California, on the evening of October 5. They came across a Greyhound Bus, and several cars standing by the side of the road. A group of people standing near their cars were watching a large, disc-shaped object surrounded by a glistening vapor. The object rose vertically to an estimated 1,200 feet, turned, and disappeared, leaving a vapor trail that drifted down. After a minute or two, the trail evaporated without reaching the ground.



UFOs seem to come in three common shapes: disc, cigar, and triangular like this one similar to what Cary Chopic saw in Simi Valley, California. They have also been described as orbs, balls of light, and other such shapes.

The next day, October 6, a husband and wife saw a bright light bouncing over a field near their house. At first, they thought it might be the police chasing a cattle rustler or two, but minutes later, the light simply winked out. They thought nothing of it until the next day, when the man was working behind the house. His wife told him that dense, black smoke was rising from the spot where they had seen the light the night before.

As they watched, a dome-shaped “tent” of orange-yellow appeared, but neither believed it had anything to do with the UFO. However, a few minutes later, a bulldozer appeared, described as about a quarter of the size of the “tent.” As it moved away from the witnesses, five humanoids they thought of as scouts appeared, running between the two objects. These scouts might have been wearing helmets, but the woman wasn’t sure about that.

At this point, both witnesses returned to their chores, though it does seem strange that they ignored the activities of these strangers so close to their home. They didn’t bother to search for evidence in the field but did wonder how the men and their equipment could have gotten into the field without passing the house.

When their daughter returned around noon, she heard the story and then rushed out into the field. She found flattened grass and a few broken bushes. Several days later, more flattened grass was found, leading them to

believe that the creatures and their equipment had returned at some point, though they hadn't seen them.

In Tanner Williams, Alabama, on October 11, a three-year-old boy told his mother that he had been playing with a nice monster that had gray, wrinkled skin and pointed ears. A few days later, there was confirmation of that description by another source; otherwise, his tale would have been ignored.

Around 4:30 P.M. on October 11, Terry Eversole and his sister in Connersville, Indiana, spotted a disc-shaped object with a segmented compartment on the bottom. They said that the silver object had a dome on top and three green doors on the bottom. After several seconds, it shot off toward the horizon and disappeared.



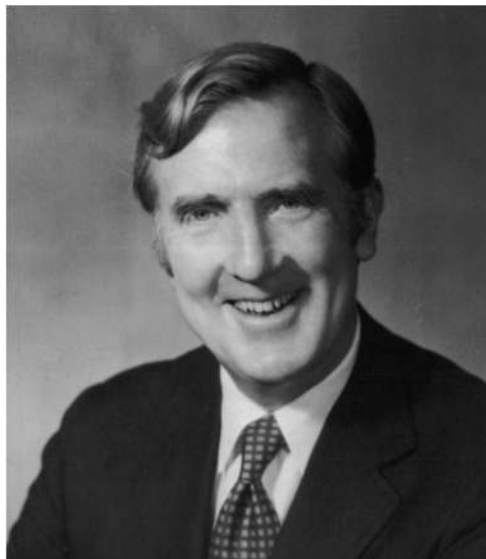
A little boy from Alabama told his mother he had played with a “nice monster” with gray, wrinkled skin and pointed ears.

Three hours later, Bill Tremper and about 50 other people in Connersville, Indiana, watched an oval-shaped object that had a pale-yellow light on top. It crossed the sky until it was over a restricted area, where it stopped to hover. It then settled to the ground, where it stayed for some 30 minutes before lifting off, hovering briefly before disappearing.

At 7:30 P.M., Randi Stevens, Joel Burns, and three others watched a UFO as it hovered near Laurel, Indiana. They said the object looked like two saucers put together and added that the bottom was segmented. The UFO continued to hover until a truck driver, who had also been watching the object, got into his cab and blew the horn.

It was on that same day, October 11, that two men walked into the Pascagoula, Mississippi, sheriff's office and reported they had seen a strange object while they were fishing. Several robot-like creatures, described as wrinkled and gray, had left the ship. The men were subdued and taken into the craft for a physical examination. Within hours of making the report, both Charles Hickson and Calvin Parker were national news, and much of the reporting about UFOs was now centered in Pascagoula and their tale. I take a longer, deeper look at the case in a separate chapter about their abduction.

Half a country away, in Boulder, Colorado, Allen Robbins and his wife, who was not identified in the early reports, saw a strange object. Robbins's wife called his attention to a mass of lights approaching from high overhead. The slowly rotating craft maintained a steady speed as it silently flew by. They noticed a string of lights that divided the bottom into thirds.



John Gilligan, a respected politician who was governor of Ohio in the early 1970s, reported a UFO himself during a visit to Michigan with his wife.

In Berea, Tennessee, James Cline heard his dogs barking. He got out of bed and would later report a UFO with blinking lights in the nearby woods. Across the road was a creature with a glowing white head. The next day, he found both the tracks of the creature and landing traces of the UFO. And it is necessary to point out that this is another case of animals reacting to the close approach of a UFO.

Ohio governor John Gilligan and his wife reported seeing a strange, amber-colored beam of light hanging in the sky near Flint, Michigan, on October 15, according to NICAP's *UFO Investigator*. The governor said that they watched it for 30 to 35 minutes and that it was visible in the southeastern sky. He said that it was shining through the clouds, and they lost sight of it near Ann Arbor.

Also on October 15, sheriff's deputies in Washington Parish, Louisiana, chased five red-orange objects for 12 miles. When one of the deputies turned on his flashing red lights, the objects approached the car. He cut the lights, and the lights vanished.

More police officers, these with the Johnson City, Tennessee, Police Department, were walking to their assigned patrol cars during a shift change on October 15 when they saw a silent object with red and white lights flying at an altitude of four to five thousand feet. The UFO hovered for 30 to 40 seconds and then dropped a red object, which fell a short distance before fading. The UFO then disappeared in the eastern sky.

Howard Moneypenny, a specialist with the weather service, said he saw a bright, glowing light in the distance on October 16. He pointed the UFO out to others, and a private pilot in the crowd volunteered to give chase to the object. According to the reports, he gave up when he realized he was unable to close on the UFO. On his way back to the airport, it seemed that the UFO was now chasing him. The craft finally disappeared in the distance.

Later, on October 16, William and Donna Hatchett were driving on an Oklahoma county road when they saw a bright light to the south. They thought it was a farm security light, but it seemed to be pacing their truck. The UFO then turned toward the truck and began to descend. Donna begged her husband to stop.

When William Hatchett stopped the truck, the UFO stopped, too, hovering at the front of the pickup while emitting a bright light that hurt their eyes. Both Hatchetts could hear, or maybe feel, a penetrating, low-pitched hum. There was a blinding white light from the object that they described as about the size of a Boeing 707.

Both Hatchetts could hear, or maybe feel, a penetrating, low-pitched hum. There was a blinding white light from the object that they described as about the size of a Boeing 707.

At this point Donna Hatchett exited the truck and walked away from the UFO. William Hatchett ordered her back into the truck, and she climbed back in but then got out twice more.

As they watched, the UFO seemed to change shape. The bright light came from the entire length of the object, which did make it difficult to determine the shape. At the front end were three “belts of light” that encircled the object and blinked throughout the encounter.

Although seemingly frightened, Donna wanted to remain where they were, while her husband wanted to get the hell out of there. When she got back in the vehicle the third time, he drove off. The UFO then crossed the road and flew off in a northeasterly direction, toward Tulsa.

While they were near the object, both had the feeling that the UFO, or the creatures inside it, knew everything about them and that the power the creatures or the object had was limitless. Donna also said that she felt “chilled” when she was outside the truck although it wasn’t particularly cool that night.

When they reached Drumright, Oklahoma, they reported the incident to the police. The officer didn’t bother to take a report. But there is another interesting angle to this report. John Steiger provided the lead to *The A.P.R.O. Bulletin* article that said, “The object was picked up on radar scopes at Tinker Air Force Base near Oklahoma City and at Carswell Air Force Base, Texas, according to the Highway Patrol.”

Here is the most important part of that article: “Later inquiries to Tinker Air Force Base brought forth the statement from a spokesman there that he could ‘neither confirm nor deny’ the radar confirmation. He referred future inquiries to the U.S. Air Force headquarters in Washington. Note that he did not refer them to Wright-Patterson AFB.”

The last reported sighting of October 16 was made by two children who said they saw a craft with a pointed dome that made a buzzing sound. The older of the two said that the creatures offered him a chance to look inside, but he was afraid to accept. The family dog seemed to have been frightened by the encounter. Here, I believe it was not an electromagnetic effect but that the creature was outside the craft. The dog reacted to it.

The next day, October 17, the sightings continued. In Watauga, Tennessee, a copper-colored UFO hovered just above the ground while a tall creature reached out, apparently to grab two children. The creature was reported to have clawlike hands and wide, blinking eyes.



Tinker AFB outside of Oklahoma City was one of the military facilities that detected a UFO using radar, although officials there would neither confirm nor deny that radar had spotted something unusual.

In Falkville, Alabama, Police Chief Jeff Greenhaw claimed to have photographed a tall creature in a silvery suit after he was called to the area to check out a UFO report. Greenhaw stopped his car when he saw the creature as it moved slowly toward him. After a few moments, it turned and began running. Greenhaw pursued it until his car spun off the road. Various

investigators and UFO organizations have labeled the case a hoax after NASA produced pictures of their metallic firefighting suit that bore a striking resemblance to the creature in the Greenhaw photographs.

Some, such as Walter Webb, thought at first that the local firefighters had perpetrated the hoax. Later investigation suggested that Greenhaw and a young accomplice were responsible for the faked pictures. Greenhaw denied he had been involved in a hoax. It didn't matter whether or not it was a hoax; Greenhaw soon found himself without a job.



Clarence Patterson claimed that he and his pickup truck were abducted by aliens. He recalls robotic creatures pulling him out of the vehicle, and the next thing he knew, he was on a highway driving the truck at a fast speed.

On that same day, small creatures in a cone-shaped object landed in front of a car driven by Paul Brown, forcing him to stop. As he got out, two creatures in silver suits and white gloves confronted him. Seeing Brown, they returned to their craft, which took off immediately. Brown, proving that some people don't think things through, fired several shots from his revolver at the craft and creatures.

In Mississippi, a UFO landed on a highway, blocking traffic. As one car approached, its headlights went out and the engine died. Occupants of the

car saw a humanoid with a wide mouth, flipper feet, and webbing between the legs that is somewhat reminiscent of the creatures seen by Hickson and Parker.

Another abduction was reported near Loxley, Alabama. Clarence Patterson claimed that his pickup truck was sucked into a huge, cigar-shaped craft. He was jerked from the cab by several robot-like creatures that seemed to read his mind. He blacked out after that, and the next thing he knew, he was on the highway driving at 90 miles an hour. The abduction vaguely resembles that of Hickson and Parker but is problematic at best. It also resembles the abduction seen in the 1955 science fiction movie *This Island Earth*.

In Lehi, Utah, Pat Roach (originally identified as Pat Price in a few reports) claimed that she and several of her children were dragged from their house by several tiny creatures. The beings, from a UFO hovering in an empty field by the house, took several neighbors aboard as well. It would be two years before the details of the sighting were reported. This was the first time that anyone had reported the alien creatures entering a house as part of an abduction, though later, other witnesses claimed the same thing.

Later analysis suggested that Roach's abduction was caused by an episode of sleep paralysis. Although two of her children talked about aliens in the house, the others saw nothing. When I checked with neighbors, I found no corroboration for what Roach claimed. Although reported as an abduction, I believe that sleep paralysis is the proper explanation.

On October 18, near Chatham, Virginia, two boys claimed they were chased by a white thing about three or four feet tall. It had a large head and no visible eyes, and it ran sideways.



This Island Earth (1955) is a classic sci-fi film featuring interplanetary war, human abductions, and bug-eyed aliens. Some abduction stories seem to resemble the technology and aliens in the movie.

Near Savannah, Georgia, a small, silver creature was seen standing next to a local highway. Dozens of cars flashed by, but none of them stopped to investigate. No craft was seen.

Herchel Fueston, a patrolman for Noblesville, Indiana, reported a cigar-shaped object just before midnight. When he turned his spotlight on it, it began moving to the southwest as it brightened. It flew over the Morse Reservoir and hovered briefly. Fueston reported a row of windows but couldn't see anything through them. Finally, the UFO descended to treetop level and disappeared.

As she coasted to a stop at the side of the road, a small man dressed in metallic-looking clothes appeared. The creature had a bubble on his head and rectangular eyes. It walked around her car and then vanished, much to the woman's relief. When the creature and the UFO were gone, her car began to work properly.

:.....:

On the nineteenth, a woman in Ashburn, Georgia, reported that her car engine died, she lost the power steering, and the brakes failed. As she coasted to a stop at the side of the road, a small man dressed in metallic-looking clothes appeared. The creature had a bubble on his head and rectangular eyes. It walked around her car and then vanished, much to the woman's relief. When the creature and the UFO were gone, her car began to work properly.

Later that same day, a farm couple in Copeland, North Carolina, discovered an oval UFO hovering near their home. There was a small humanoid in a metallic gold jumpsuit moving near it. They saw no other detail, being afraid of both the creature and the craft.

On the twenty-first, a mother and her son in Ohio sighted a gray humanoid near a landed UFO. A search of the field produced some landing traces as corroboration of the sighting.

On the twenty-second, a series of sightings began in Hartford City, Indiana. Debbie Carney spotted two creatures wearing silver suits on the road in front of her car. She drove past them quickly and didn't see any sort of craft.

Fifteen minutes later, De Wayne Donathan and his wife were returning home when they saw a flash of light in the road in front of them. Thinking they were about to hit a farm tractor and had only seen the reflector on the back of it, Donathan slammed on the brakes. In the field near them, they saw two creatures jumping around. Donathan described their movement as dancing.

Two hours after that, Gray Flatter drove through the same area looking for the creatures. He noticed a high-frequency whine and saw a line of small animals running across the road. An instant later, he saw the creatures standing in a plowed field. Flatter turned his truck's spotlight on them and was nearly blinded by the reflection from their suits. Flatter described the creatures as four feet tall, with egg-shaped heads and gas masks with tubes running to their chests. Shortly after he turned his light on them, they leapt away. The next day, strange footprints were found in the field.

After the Hartford City sightings, the wave declined rapidly. There were one or two more occupant sightings on the twenty-third in Kentucky. A lone woman saw two small creatures and the object from which they came. A day later, a North Carolina man's car engine was stalled by a low-flying, oval UFO. He is reported to have seen a creature with blazing-red eyes.

But Hartford City was not the only scene of UFO activity. Around 11:00 P.M. on October 22, the witness, identified by his initials, reported that he was sitting on the balcony of his suite at the Holiday Inn in Key West, Florida, when he and his sister saw a series of flyovers. He provided APRO with a written statement that said:

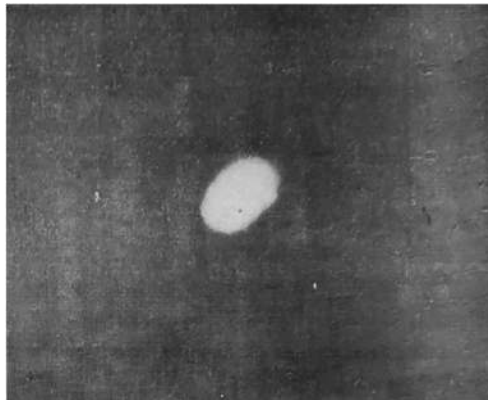
I was seated with my sister. ... Our view was only open water, sky, dim outlines of a few distant islands. We saw a UFO, five separate times, at approximately ten-minute intervals; each one appeared at, and approached from, approximately the same (west) compass point; each one traveled in a slightly different direction; each one was at a different altitude. ... We feel that it was the same UFO each time; each was the same size and configuration. Each one was in level flight and on a straight course. Each was silent, eerie, and there was no rotation, fluttering, emission, smoke, vapor, odor, wobble, blinking lights, vibration or change of altitude.

We estimate that the wing-shaped objects were somewhat larger than a 747. ... They resembled a Boeing 747 or C5-A, without fuselage or tail assembly, or a boomerang. They did not pass in front of or behind anything and three of the five passed directly over us and we lost sight of them only when they passed over the building we were in.

The entire leading edge of [the craft] appeared to be illuminated from within, producing a diffused soft-blue light which did not vary during any of the sightings, making the object(s) approach visible at an estimated 2 plus miles. The diffused nature of the light made the entire

structure visible as it passed overhead. The body had a smooth, dull-aluminum appearance.

On October 28, the last of the reported October abductions took place. Dionisio Llanca was taken to a hospital near his home in Bahía Blanca, Argentina, where he complained of amnesia and loss of appetite. Doctors, using hypnotic regression, learned that he had been picked up by two men and a woman from a UFO. Aboard the craft, he was subjected to a physical examination during which blood samples were taken. After nearly three-quarters of an hour, he was returned to his truck and left alone. The case was investigated by APRO's representative in Argentina. It has since been determined that it was a hoax designed to promote an interest in UFOs.



This photo was taken in 1962 of an alleged UFO flying over Bahía Blanca. Claims of another UFO in 1973, however, were said to be merely a hoax.

Also on October 28, a family of three was watching television in Belpre, Ohio, when the picture flipped to negative and the sound nearly disappeared. Then the entire rear of the trailer was brightened to a point that looked as if the sun had come up.

The husband, identified only as Mr. E., said, "What in the world is that?"

At the back window, he saw a sharply defined egg-shaped object hovering over a small barn. He said the UFO was about 30 feet long and 20 feet high, about the size of the barn. He then headed outside. As he did, the UFO turned off the searchlight and moved away. There were red and green running lights on the middle of the object. It moved away, then returned, hovering over the trees behind the barn.



An illustration depicting Dionisio Llanca's abduction experience, which was later proved to be a hoax.

He had his wife call her parents, who lived nearby. They arrived bringing a large flashlight, which they flashed at the UFO. It would then move as if attempting to avoid the light.

They watched the UFO for about 30 minutes. It was not more than 75 feet from the witnesses, and it never moved behind an obstruction. They noted that there was no noise and realized that the neighborhood dogs that would normally bark at anything unusual were strangely quiet.

After about 30 minutes, the UFO rose and flew off at a tremendous speed. They did ask other neighbors whether they had seen anything or had noticed interference with their televisions. No one else had seen either the UFO or experienced the television interference.

November

On November 1, a series of sightings began in New Hampshire when Florence Dow heard a thump on her front porch. She turned to see a

motionless creature wearing a black coat and a wide-brimmed hat pulled down over a face that looked as if it had been covered with masking tape.

The next night, November 2, Lydia Morel saw a strange yellow light in the distance as she drove to work. As she watched it, it appeared to come closer until she could tell that it was spherical and covered with a honeycomb pattern. There was a single oval window, and behind it was a creature with gray, wrinkled skin and large slanted eyes. The description matched, generally, that given in several other sightings.

As she drove along, she felt drawn to the UFO and kept looking at it. She finally became frightened and pulled into a farm driveway. Leaping from the car, she ran to the back door of the house, which was shielded from the craft. After several minutes of hammering on the door, the farmer opened it, and she convinced him that she wasn't crazy but had been chased by a UFO. While she was in the house, the UFO disappeared.



Through the oval window of the UFO, Lydia Morel said she could see the face of an alien with wrinkled skin and large slanted eyes.

Two days later, on November 4, Rex Snow and his wife were awakened just after midnight. Outside, Snow saw two creatures wearing silver suits gathering samples. Snow ordered his German shepherd to attack. Instead, it retreated to the house, obviously frightened.

On November 8, the situation moved briefly to Canada. According to *The A.P.R.O. Bulletin*, Donna Bouchard provided a narrative of the sighting. She

wrote:

We left Embrum [sic], Ontario to go back to Ottawa at 10:30 P.M. EST. There were five of us in the cab of the truck, Rick, the three kids and myself. We had gone about 2½ miles down highway 417 when Rick saw some lights in this rear-view mirror. He first thought they were cars [sic] lights on high beam. He then asked me to look in my rear-view mirror and tell him what I saw. The lights at the time appeared to be hydro pole height (40 ft.) and because the lights were spinning, I could not make out what it was. All of a sudden it dove at the back of the truck. I told Rick to step on it—we were being chased by something. Rick got the truck up to 100 mph, but the object stayed right behind the truck.

The object wobbled from side to side and the lights around the bottom spun around the object.... The object seemed to touch the truck at one point but there was no evidence to it. The remaining time it stayed about fifteen feet behind the truck.

The object backed off twice, once during the chase and at the end of the chase. The first time it pulled back and went up to the hydro pole height again and into the bush that ran along the highway. It was gone in only a matter of seconds when it appeared behind us again. It came down at us again at a fantastic speed, as if it was coming down a steep hill.

It stayed behind us all the way into town. ... The object followed us right under the Anderson Road overpass; it lit up the highway when it went under. ... The object left us when we got to the city limits. It went up to hydro pole height again and toward the bush on the right and the hydro relay station on Russell Road.

The object appeared to be drab gold in color or a smoky grey. It was hard to discern because of the brightness of the lights. It had a single dome which had a very fine weaved finish to it, and it appeared to me made out of metal. The bottom of the object, where the spinning lights were, protruded slightly. The object was about 10 to 12 feet wide and 8 feet high.

From that point, the number of sightings diminished. The wave of 1973 had basically ended, having introduced some interesting elements, including the objects seen on the ground and the alien crews gathering samples. There were several abduction reports, but those, for the most part, turned out to be misrepresentations or hoaxes. The notable exception was the abduction of Charles Hickson and Calvin Parker, which will be examined at length next.

The Hoaxes

Anytime there is a wave of sightings, there will be those who wish to see their names in the newspapers or themselves on television telling what they had seen. The problem is that some of those people are just making up the tales for their 15 minutes of fame. This, of course, confuses the issue for those of us who are attempting to understand what is happening. Sometimes we do get information that helps us. What follows is a small number of hoaxes that have been identified as such, according to NICAP's *UFO Investigator* for November 1973.



With the help of CGI and AI technologies, it is easier than ever to fake a UFO sighting using photos and video generated with the help of computer software.

A cab driver in Gulfport, Mississippi, said that he had seen a “weird creature” on the highway near Biloxi on October 16. He said that the creature had tapped on the windshield with a crablike claw. He later said that he had invented the tale because a fellow cab driver had caught him sleeping in his cab.

On the same day, in a report that seemed to have foreshadowed the Falkville sighting, police in Xenia, Ohio, said they had nearly caught three men dressed in aluminum foil with coat hangers on their heads. Their plan, according to the two who were caught, was to scare the passing drivers.

Five volunteer firefighters were arrested on October 17 in Greenwood, Delaware. They were charged with disorderly conduct after constructing a fake flying saucer near a highway that caused a traffic jam. They had used orange lights on it, powered by a portable generator.

On October 17, a woman who claimed she was psychic told a local Mobile, Alabama, television station that UFOs would be visible on the evening of

October 17. The station sent a camera crew out to the site, and over a thousand cars joined them, causing a major traffic jam. No UFOs arrived.

At Louisiana State University, football fans saw some sort of object flying over on October 21. It was a dry cleaner's plastic bag equipped with candles that had been launched near the stadium. This was a problem at the time, meaning that many teenagers and young men were launching these fake UFOs. The candles created enough lift for the lightweight bags, and the soft glow suggested something strange.

Finally, on October 21, state troopers in Jonesboro, Arkansas, arrested two men, 18 and 21, who were covered from head to toe in aluminum foil. They had been jumping in front of cars. They were fined \$25 plus court costs.



Alien Abductions

Although there have been reports of humans interacting with unknown creatures since the beginning of recorded history, it was thought that most of these encounters were with demons and other spiritual beings, and many were the result of psychological problems that were not based in reality. Throughout the ages, we read tales of the incubus and the succubus, which represent the alien beings invading the lives of humans, both male and female, but which are not necessarily extraterrestrial creatures.

Jacques Vallée, in his 1969 book, *Passport to Magonia*, linked these sorts of folklore tales to the modern stories of alien abduction. He stated that the stories of the gods told by the ancient Greeks and Romans, of the incubi and succubae in the Middle Ages, suggest a strong thread tying UFO abduction to folklore traditions. Rather than the incubi and the succubae being demons, they were actually alien visitors but described in terms of the time. Of course, as we understand these things in modern times, many of those tales are the result of hallucination, imagination, delusion, and other psychological problems.

Dr. Thomas “Eddie” Bullard continued this idea when he wrote in the *International UFO Reporter*, “The initiation vision of a Siberian shaman presents an especially vivid example [of the alien abduction]: While lying in a comatose state for hours or days the candidate meets two friendly spirits who escort him into the underworld [float him into the craft?]. Unfriendly spirits dismember the candidate and reconstruct his body [medical examination?] with new powers added, including rock crystals [implants?], all with magical powers inserted into the head. The candidate spends part of his stay inside a domed cave with uniform but sourceless lighting [the examination room on the alien spacecraft], and returns to his home a changed man, with new abilities and a new vocation.”

Bullard noted that the stories of alien abduction and that of the Siberian shaman match one another rather closely. He wrote, “If one sort of story alone approached the mark so closely, we could blame chance, but in fact the comparisons are far too widespread.... These same themes are prominent in fairy lore, where fairies take human mates, steal human children, leave changelings, and seek human midwives to deliver fairy babies; where magic spells make fairies look beautiful and their subterranean kingdom rich when in fact fairies are often ugly and their land poor.... Abduction reports share everything from small details to broad themes with several mythological religious and legendary narrative types.... The ‘wise baby’ and hybrid offspring accounts brought to light by Budd Hopkins in *Intruders* reintroduced the old motifs of the changeling and the child of fairy-human union to the modern narrative.”

Bullard is acknowledging the many examples of the abduction phenomenon appearing in the folklore of the past. Again, this all parallels the tales told today to a surprising and—for those who accept alien abduction—frightening degree. Nocturnal visitors who have some sort of “scientific” agenda or, at the very least, a perverted interest in human reproduction have long been part of these ancient traditions. It seems almost as if the ancient Romans and Greeks were telling of alien abductions in the modern sense when they spread their legends and told their epic tales. Their gods lived, away from the human race, on Mount Olympus and came down (from the sky) to breed with the humans. The gods, of course, possessed powers of which we could only dream. The mixing with the daughters of Earth produced hybrids that were half god and half mortal.



The myth of the changeling, in which a human baby is swapped out for some kind of supernatural being made to look like that human baby, goes back centuries. Perpetrators of the foul deed can be anything from demons to faeries, trolls, naiads, and other beings. But what if such tales had roots in alien abductions?

This does suggest that abductions have been carried out for all of recorded human history. When the tales entered the modern era, rather than talking about gods who controlled our lives, we have aliens who seem to guide humans from their warlike and destructive ways to points of peace. They often leave messages that will only be revealed later, and the victims of the abductions do not tell what they have learned. They just say that we must wait for the right time.

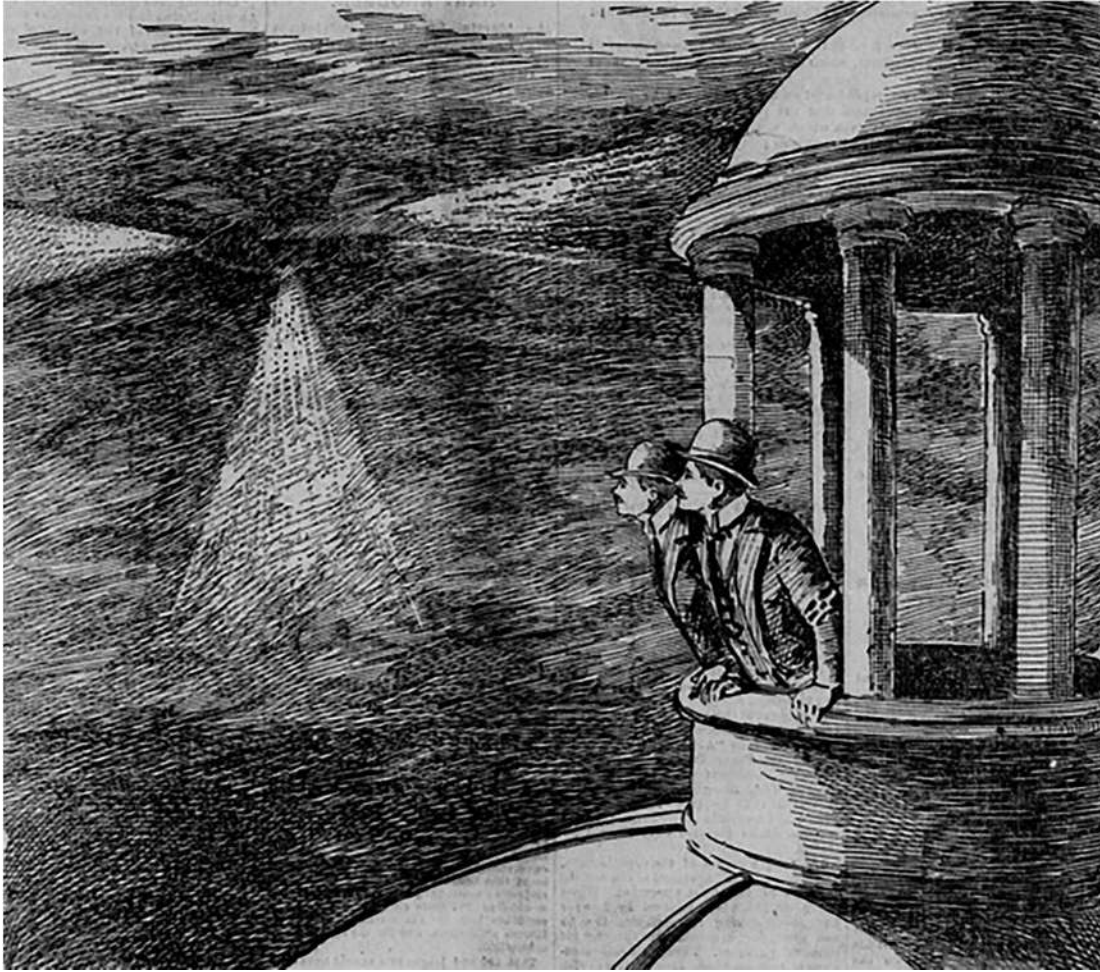
Abductions and the Great Airship in California

Many of the newspaper accounts about the Great Airship tell of human crews who have created the marvelous airship that was seen all over the United States in late 1896 and early 1897. These sightings began over

California when, on the evening of November 17, a light described as an “electric arc lamp propelled by some mysterious force” flew over Sacramento. This sighting and a few others sparked the onslaught of reports.

On November 20, for example, the *San Francisco Chronicle* reported that Professor George Davidson said that he believed it was all some sort of free masonry of liars. He said, “Half a dozen fellows got together to send up a balloon with some sort of an electric light attached, and imagination has done the rest.”

While that might have been a good explanation for a single event, the trouble was that others began to report the airship in other parts of California. Tales of the crews were beginning to spread, and on November 25, Colonel H. G. Shaw said that he and a female friend, Camille Spooner, had left Lodi “when the horse stopped suddenly and gave a snort of terror.”



An illustration from an 1896 issue of the San Francisco Call depicts the mystery ship flying over the state capitol building.

The important point here was that Shaw said he saw three figures that were seven feet tall and very thin. They looked human, and Shaw didn't believe they were hostile. He tried to communicate with them, but they only responded with a "warbling," monotone chant.

Later, he would say, "They were without any sort of clothing but were covered with a natural growth as soft as silk to the touch, and their skin was like velvet. Their faces and heads were without hair, the ears very small, and the nose had the appearance of polished ivory, while the eyes were large and lustrous. The mouth, however, was small and it seemed ... they were without teeth."

As Shaw approached them, they tried to lift him with the intention of carrying him off. The creatures, which he thought were nearly weightless, failed to capture either him or Spooner. At that point, they gave up and flashed lights at a nearby bridge. A large airship hovered there. The beings walked toward the craft in a swaying motion, with their feet touching the ground only every 15 feet or so. Shaw said, "With a little spring they rose to the machine, opened a door in the side and disappeared."

In contrast to Shaw's tale of what might have been the first attempted abduction by alien creatures, two fishermen, Giuseppe Valenzano and Luigi Valdivia, claimed they had been held captive for several hours while the crew of an airship made repairs. These weren't alien creatures but humans. The captain of the ship said they would announce their invention to the world in a few weeks. When the repairs were made, the men were allowed to leave the airship. There was no subsequent announcement by the captain.

By the middle of December, the tales of the airship stories began to disappear from the California newspapers. But on January 16, 1897, a former California attorney general, W. H. H. Hart, claimed that the airship inventors had left California. With war between the United States and Spain on the horizon, the inventor believed his invention might be of value against the Spanish.

The Great Airship of 1897

In February a report was received from Omaha, Nebraska, that the airship had been seen about 500 feet above the ground in the western sky. It hovered over Omaha for about 30 minutes, giving the residents, according to the *Omaha Daily Bee*, a good look at it. However, it is possible that the headlight reported on the craft was Venus, given that Venus was seen in the evening sky prior to sunset in February that year.

There were more reports from Nebraska, including one from Big Springs on the seventeenth. There, men saw a “barrel sized light” rise into the air. They said that sparks shot out of it. And the next day, the *Kearney Hub* reported that the “famous California airship inventor is now in our vicinity.”

On February 26, people at a railroad depot in Falls City, Nebraska, saw a “big searchlight, moving in a westerly direction, apparently at a speed of about sixty miles an hour, and in the same portion of the sky a red light, much like a [railroad] switch lamp, was plainly seen.”

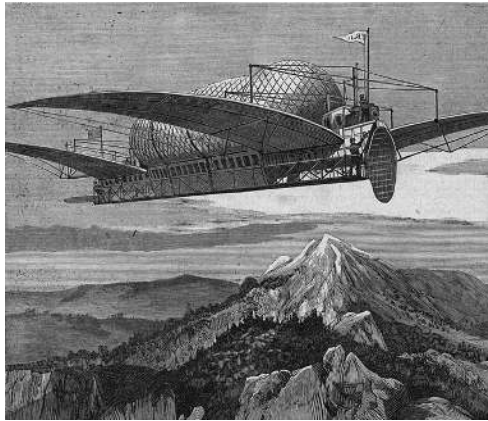
I must say here that these descriptions suggest that the witnesses were caught up in the hysteria of the airship stories. The descriptions sound suspiciously like a bright Venus. But there is nothing in the newspaper accounts to suggest that Venus might be the culprit. The newspapers were more interested in a mystery than a solution to that mystery.

In the following months, the airship was seen over the Midwest from Kansas City to Chicago. On April 10, it was over several Iowa towns, including Clinton, Ottumwa, and Albia. There were several reports from Texas in which the airship allegedly landed. It was piloted by human crews, and in one case, the captain said they were on their way to bomb the Spanish in Cuba.

Alien Pilots in the Airship

Another report of an alien crew came from Aurora, Texas, on April 17, 1897. The airship was seen flying over the town when it struck a windmill on the property of Judge Proctor. It exploded, showering debris over the town and damaging the judge’s flower garden and house. They found the remains of the pilot, who was not human. They believed he was from Mars, and that afternoon he was given a Christian burial in the local cemetery.

There have been several investigations into this crash. I believe that in the modern era, I was the first UFO researcher to have traveled to Aurora. I was able to talk to some of the longtime residents of Aurora. They had been children in 1897 but were older adults when I interviewed them in 1972. They told me that nothing had happened there and that the tale of the crash had been written by a reporter for the *Dallas Morning News*. He had invented the tale to draw attention to Aurora.



It's quite possible that the airship stories of 1897 were inspired by the fictional Luis Senarens pulp sci-fi tales about Frank Reade and his son, Frank Reade Jr., clever inventors who had adventures in the airship they invented. The stories were extremely popular in the 1880s.

More importantly, I visited the Wise County Historical Society. Aurora is in Wise County. The historians there told me that two histories of the county had been written within 10 years of the crash. They told me that there was no mention of the crash in either of those histories because there was no crash. The signal officer, who is quoted in many of the modern books and accounts, T. J. Weems, was not an Army officer but, in fact, the local blacksmith. Etta Pegues, one of the historians, confirmed that the story was a hoax.

A few years after my visit to Aurora, more researchers had investigated and promoted the story of the crash, and I saw a documentary about it. One of the men interviewed was one whom I had talked to in 1972. I recognized him because his hands had been deformed by arthritis. He was one of those who told me there was no crash and that he had lived in Aurora his whole life. On the documentary, he was reciting the story as it had been printed in

several books. He said that he had witnessed the crash when he was only five or six, but he still remembered it vividly.

The Aurora story is important because it was one of the few, in 1897, that mentioned an alien creature. There was supposed to be a grave in the local cemetery with a marker on it. The cemetery is not large, and although I searched for the grave, I couldn't find it. Others have described what the headstone was supposed to resemble, but all that is available today is a drawing of it. The headstone has disappeared.



The Aurora Cemetery historical marker mentions the fact that an alien from the 1897 crash is purportedly buried there.

Aurora, Texas, wasn't the only scene of a crash in which there were descriptions of an alien creature. I learned of this after the current editor of the *Jefferson Bee* queried me about the information I had published about the crash in that area of Iowa. Together, we explored this tale, with him searching through the newspaper files and sending me copies of the tale from other sources. The main article said:

FATE OF AN AIR SHIP

CAME TO GRIEF IN GREENE CO. [Iowa]

The Mystery of the Aerial Visitor Solved at Last.

Details of Accidents Important Discoveries

Up to the hour of going to press five air ships have been located by the enterprising citizens of Greene county. Air ships know a good thing when they see it, and so when we heard of a flock of aerial pilgrims in Kansas, Nebraska, Omaha, Cedar Rapids, North wood, Evanston, St. Paul and Marshalltown, it became a settled conviction with us that it was only a question of time until they should be with us and taste the Joys of our Incomparable mud.

Two hundred nervous Jefferson people scanned the horizon Saturday night. They looked for an air ship. Along about 9:30 one came cavorting along the ethereal domain like a wash tub on a mill pond. It was a giddy thing, evidently fresh from the shops, and after arriving within two or three miles of the earth, began cutting all sorts of pigeon wings, grapevines and double Dutch rolls. The sight was bewitching and cheer after cheer ascended as the airship executed some difficult selection.

Part of the time the great white light at the bow was visible and then the green light suddenly appeared and the ship would reverse itself. Then it evolved into a monstrous pin wheel, the green, red and white blending into a circular disc beautiful beyond compare, followed by an undulating, weaving motion as though flouting on a heavy swell.

Suddenly the great boat seemed to steady itself; the white light became fixed and gradually increased in size.

Somebody shouted, “the airship is headed for the earth,” and sure enough.

Rapidly the great ball of purest white grew until it assumed the proportions of a full moon; then to the size of a wagon wheel and in the sky dim outlines of the great hull could be seen rushing downward at a rate of speed simply incalculable.

When within a thousand yards of the earth a distinct roar could be heard which increased to the proportions of a cyclone with a jar like an earthquake the mighty engine plunged into the earth. ...

Sunday morning, however, hundreds of men joined in the search and about nine o’clock a huge circular hole, twenty feet in diameter was discovered on the east side of Mahlon Head’s celery patch.... The hole was as clean cut and smooth as though made by expert well-diggers and was apparently bottomless. Ropes were secured, a heavy iron weight attached to one end and lowered into the abyss. A hundred feet had been played out when there was a sound as if a metallic object had been struck.

The airship had been sounded. [Yes, that is what it said. I don’t understand it.]

Finally, it was decided that someone must descend and investigate. The rope was hauled up, a noose made, and volunteers called for.

A hush fell upon the great throng, which by this time numbered over a thousand. It looked as if the scheme must fail when a local newspaper man, clad in a Prince Albert and with a huge \$1.25 diamond flashing alternately with his eyes, strode forth and grasped the rope. A lantern, cold chisel, hammer and drill were tied about him, and with a

clubbing list, and a Volapuk dictionary in his inside vest pocket, he gave the word....

Down, down sped the rope until lack of tension showed the explorer had landed. Soon after hoarse, guttural tones in the Volapuk tongue were wafted upwards and then hammer were heard. In the course of half an hour there was a pull at the rope and willing hands hauled away with vim. It seems that the rear portion the ship was blunt like the hot end of a cigar, but a door, apparently fastened on the inside, eighteen inches square was found. The hinges were chiseled off and the door pried open. The interior was found to consist of an oblong chamber or room eight feet square and eighty feet in length. This room, which was situated in the upper part of the ship, was elegantly appointed; finished in plush fancy woods and provided with every convenience. About forty feet from the rear end was a square tower that could be raised and lowered, after the manner of a conning tower upon a submarine torpedo boat. This had been drawn down leaving the ship in the form of a cylinder. At the extreme end toward the bow the bodies of four persons, probably men, were discovered, jammed almost to a pulp by the terrific force of the concussion. The beings were somewhat larger than earthly inhabitants, and each seemed to have a face on each side of the head, two sets of arms and legs, evidently so as to locomote forward or back without necessitating turning around.

It would be quite interesting to go into the details concerning these strange people, but we must defer that until a future time. At all events they were dead—both sides.

Further investigation revealed that the ship, except the eight feet occupied by the salon, was perforated, horizontally, by tubes about the size of a stove pipe. At the

rear was a great propellor, having eight blades. This was connected with a small electric motor, which evidently merely served to start the ship, as when motion has been secured the air rushes through the tubes at such a rapid rate that the propellor was driven at high speed and this forced the ship ahead like greased lightning.

Two plans are suggested. One to build a permanent ladder down to the air ship; another to ascertain if the monster can be raised. It is probable a meeting will be held within a few days to determine upon the best course. Meanwhile a sort of windlass has been erected at the mouth of the opening and hundreds of people have examined the wonderful craft that evidently slipped a cog, somewhere on that fatal Saturday night.

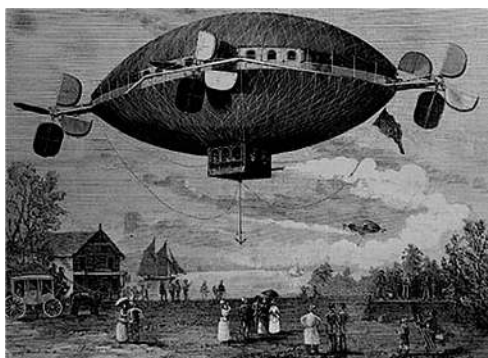
It seems to be the general impression that the ship hailed from Mars, and if this is the case, other ships of which there seem to be several hundred, will eventually alight without fatal results to the operators and the secret of aerial navigation will be solved.

Green [sic] county is the rendezvous of the fleet of air ships operating in this part of the state, is very evident. The following messages from men of unquestioned veracity, prove this fact and at the same time throw considerable light upon the interesting topic.

The article provided all the information needed to understand the claim. It wasn't enough to just get the sighting information; there were follow-up letters to the case that made it seem more reasonable.

It is important here to realize this is not about the crash but the fact that there is a discussion about the crew's appearance. As in the Aurora case, the assumption was not that the crew was human but alien. The description was unique to this case.

Unfortunately, like so many of the other reports made in 1897, the case turned out to be a hoax. We did pursue it through several other editions of the newspaper's letters columns. Unlike the Aurora tale, this one disappeared from the public arena until I made mention of it in a book about UFO crashes. It was at that point that the current editor of the *Jefferson Bee* contacted me, and we searched through the newspaper files. And, like Aurora, after a blaze of local interest, no other information was ever found. Had the event taken place, there would be more information, especially because the craft, though wrecked, had been located.



Coincidence? Moses S. Coles' aerial vessel had been patented in 1896. Moses' intention was to build a dirigible that could easily move in any direction of the compass, with large propellers situated every 90 degrees. It looks remarkably like the aerial ships described in reports.

The Modern Abductions Begin

Although there would eventually be many others reporting their abduction experiences prior to that of Antônio Vilas-Boas in 1957, this would be the first to receive international attention. It might be said that it set the standard for these tales until we reached a point where it was claimed the aliens entered bedrooms to abduct the sleeping victims. That wouldn't be reported until 1976, three years after the abduction.

On February 22, 1958, Vilas-Boas, described as a Brazilian farmer, was interviewed by APRO's Brazilian representative, Dr. Olavo Fontes, and by a newspaper columnist, Joao Martins. According to Vilas-Boas, "It all began on the night of October 5, 1957." He had left a party in the farmhouse and entered his bedroom. He said that it was hot, and he opened a window. Outside, over a corral, he saw a bright fluorescent light. The light "swept" upward into the night sky. There was no physical object visible behind the light. He called to his brother, but the brother was uninterested and didn't bother to look.

Vilas-Boas lay down but quickly got up. The light was still there, and as he watched, it began moving toward the house. He slammed the shutters closed, but the light bled through the slats. Vilas-Boas told Fontes that he "watched the light appear through the crevices of our shutters ... and shine through the tiles of the roof, lighting up the darkness of our room."

On October 14, only a few days after the initial sighting, Vilas-Boas was in one of the fields late at night with another brother. They saw a light so bright that they said it hurt their eyes to look at it. This time, Vilas-Boas attempted to approach the light, but it moved off, almost as if it was evading him. He chased it from field to field until he grew tired of the game.



Dr. Olavo Fontes of the National School of Medicine of Brazil examined Vilas-Boas and concluded that the farmer had been exposed to radiation and had a mild form of radiation sickness as a consequence.

The next night, October 16, he was plowing the field late, avoiding the heat of the Brazilian summer. He said that around one o'clock in the morning, he noticed an extremely bright red star overhead. As he watched, it moved and grew larger as if it was approaching. In a few moments, the light became an egg-shaped craft, descending toward him. It came to a hover above him, its light so bright that he could no longer see his own tractor's headlights.

Vilas-Boas tried to flee, but he was on a tractor. The object easily overtook the tractor. He remained on the tractor, fearing that if he tried to run, he could step in a hole and possibly break a leg. Escape simply wasn't possible.

A bright light flashed from the front of the UFO. There were purple lights near a large red one, and there was a small red light on top of the flat cupula, which was spinning rapidly. As the craft drifted to the ground, three telescoping legs slipped from the bottom of it. He turned the tractor and stepped on the gas, but the speed didn't increase by much. Before he could drive very far, the engine quit and the headlights faded. He tried to restart it but failed. He opened the door on the side away from the UFO, got out, and ran.

He had only run a few feet when something touched his arm. He spun around and faced a short creature. He put a hand on the creature's chest and shoved. The alien fell back, but there were three other creatures. They grabbed him and lifted him. He struggled, twisting and kicking. He couldn't free himself, and the aliens were slowly moving him toward the craft.

A door or hatch opened, and a narrow ladder extended to the ground. The aliens forced him up and into the ship. He grabbed a narrow railing and held on. One of the creatures slowly peeled his fingers away from the flexible metal. Eventually, he was pushed through the open hatch.

He found himself in a room with a metal rod running from the floor to the ceiling. He thought it was some sort of support. The room was square, with polished, silver walls. To one side was an oddly shaped table surrounded by stools.

For several minutes, Vilas-Boas and the creatures stood nearly motionless as several of them continued to restrain him. The creatures talked among themselves in a series of low, growling sounds. He would later say that the beings were all small, no more than five feet tall. He told Fontes:

I must declare that up to that moment, I hadn't the slightest idea as to how those weird men looked nor what their features were like. All five wore a very tight-fitting siren suit made of soft, thick, unevenly striped, gray material. This garment reached right up to their necks where it was joined to a kind of helmet made of a gray material ... that looked stiffer and was strengthened back and front by thin metal plates, one of which was three-cornered, at the nose level. Their helmets hid everything except their eyes, which were protected by two round glasses, like the lenses of ordinary glasses. Through them, the men looked at me, and their eyes seemed to be much smaller than ours, though I believe that may have been the effect of the lenses. All of them had light-colored eyes that looked blue to me, but this I cannot vouch for.



Coral Lorenzen provided this illustration of Vilas-Boas' abduction by a trio of aliens.

Interestingly, he described their large helmets, from which three tubes extended downward into the suit. He saw no evidence of any type of tank, and when Fontes asked about it, Vilas-Boas had no explanation for it.

After what seemed to be several minutes, they began to strip him, taking care not to rip any of his clothes. Once he was naked, one of the aliens washed him with an oily looking liquid that made him shiver as it dried. He was forced deeper into the ship, into a smaller room, where blood samples were taken from under his chin by two figures using two rubber-looking pipes. Once the blood was collected, the aliens left him alone for what he estimated was an hour or more. Feeling tired, he lay down on a large couch. From the walls, about head-high, a gray smoke began to pour. Its thick, oily odor made him physically sick. He fought the feeling for several minutes but finally vomited.

Feeling better, he returned to the couch. There was a noise at the door, and a naked woman entered. She approached slowly and then embraced him, rubbing herself against him.

Like the other crew members, she was short, only reaching his chin. Her hair was nearly white and looked as if it was heavily bleached. Although Coral Lorenzen, in her book *Flying Saucer Occupants*, reported that the woman had red hair under her arms, Lorenzen told me that the woman had red pubic hair. Lorenzen told me she changed the red hair location because she didn't want to mention pubic hair in a book that would be read by youngsters. Such were the conventions of the time.

The woman, according to Vilas-Boas, had slanted blue eyes and had an Arabian look. Her face was wide, with high cheekbones, but she had a

pointed chin, giving her whole face an angular appearance. Her stomach was flat, and her thighs were large. Her hands were small, but they looked like human hands.

The woman caressed Vilas-Boas, showing him exactly what she wanted, and he responded. Later, he would say that, given the circumstances, he was surprised by his response. He thought his arousal had been induced, possibly by the liquid that had been rubbed on him.

She kept up her advances, and before he realized what was happening, they were joined. According to Vilas-Boas, she responded like a human woman. When they finished, they stayed on the couch, with her, again, taking the lead. He tried to kiss her, but she refused. Instead, she nibbled at his chin. After the second round, she began to avoid him. As she stood, the door opened. One of the alien men stepped in and called to the woman. Before she left, she smiled at Vilas-Boas and pointed to her stomach and then to the sky, telling him the purpose of the experiment.



The female alien had white hair, slanted eyes, high cheekbones, and a pointed chin. She seduced Vilas-Boas twice with the clear purpose of being impregnated.

For those with a somewhat more critical mind, you must wonder what the purpose was. If they were gathering human DNA for whatever reason, there are more clinical and less risky ways to gather genetic material. The experiment, if that is what it was, seems crude even by 1950s standards.

When the woman was gone, one of the alien men handed Vilas-Boas his clothes. While he was dressing, he noticed that his cigarette lighter was missing. He wondered if the aliens had collected a souvenir from him or if it had been lost during the fight in the field.

He tried to memorize the details of the room; on a table near them was a square box with a glass lid and a clocklike face. Thinking he would need some proof of the incredible adventure, he tried to steal it.

He was directed to another ship's rooms. Crew members were there, talking among themselves. He couldn't understand what was being said, and the creatures were ignoring him. He tried to memorize the details of the room; on a table near them was a square box with a glass lid and a clocklike face. Thinking he would need some proof of the incredible adventure, he tried to steal it. Almost before he could move, one of the aliens jumped toward him and pushed him away.

One of the other aliens motioned for him to follow. None of the others looked up as he was given a quick tour of the ship. The door was open, and the ladder was still in place. Instead of leaving the ship, they walked along a platform that surrounded the ship. The alien pointed out certain features, but since he didn't speak, Vilas-Boas didn't know the purpose of anything that he was shown, including the machines with the purplish lights. He glanced up at the cupola, which now emitted a greenish light and made a noise like a vacuum cleaner as it started up.

When the tour ended, he was taken back to the ladder, and the alien motioned at the ground. As Vilas-Boas reached the ground, he looked back at the alien, who hadn't moved. The creature pointed to himself, then to the ground, and finally toward the sky. He signaled to Vilas-Boas to step back as he disappeared through the door.

The ladder telescoped back into the craft, and the door closed. Vilas-Boas said he could see no seam or crack, just the smooth surface of the machine. The lights brightened, those on the cupola began to spin faster, and the craft lifted quietly into the night sky.

After it disappeared, Vilas-Boas walked back to his tractor. It was 5:30. He had been on the ship more than four hours.

Although he told his mother about the encounter, he didn't tell anyone else until February 1958. He had read several articles in *O Cruzeiro*, a Brazilian magazine. He wrote to Joao Martins, and not long after that, Martins arranged to meet Vilas-Boas in Rio de Janeiro, where he was interviewed by both Martins and Fontes.

Both men were impressed by Vilas-Boas, believing him to be sincere and intelligent. The story was too strange for the magazine, and the only evidence they could see were two scars, one on each side of his chin. Fontes gave Vilas-Boas a complete physical exam and found two small hyperchromic scars resulting from some superficial lesions with associated bleeding from under the skin.

Since then, there have been some critics of Vilas-Boas's story, suggesting it was a hoax. There are problems with the narrative that do bother me. It seems that a technologically advanced race would have a better way of attempting to create a hybrid, if they had determined that such things were possible. Using centuries-old selective breeding as a way of improving a species or altering it in a beneficial way would be superseded by technology. Gathering genetic material would require what you might call the old-fashioned method.



The ladder retracted into the UFO seamlessly, the lights brightened, and the ship ascended into the night sky, leaving Vilas-Boas behind with nothing but scars on his chin to remind him of his adventure.

And wouldn't that technologically advanced race already know if crossbreeding would work? Our biological systems tell us that breeding across species, except for those with a close DNA match, will not succeed. Often, however, the offspring of successful experiments are flawed in some fashion and are incapable of reproducing.

Elements of the story told by Vilas-Boas are found in other tales of abduction and reports gathered later. The question arises if there has been some kind of contamination. We must remember while the victims of these alien abductions aren't always aware of the stories told by others, the UFO researchers are well aware of them.

Getting back to Vilas-Boas, I asked colleagues in Brazil what they thought of the case in 2024. A few were cautious in their assessments, while others were more enthusiastic, but the consensus was that Vilas-Boas had told the truth. He maintained he was telling the truth his whole life. He died in 1991 at the age of 56.

October 1973

In October 1973, there were several reported abductions (see previous chapter). Some of them were later proven to be hoaxes, while two were based in reality. One of those did not involve alien creatures, though the witnesses, a mother and several of her children, believed that the story was the result of a poorly understood sleep-related problem.

An article I had written about an abduction in South America for a magazine that specialized in UFO reporting inspired a woman in Utah to write about her experiences. With Dr. James Harder, a civil engineer who had learned hypnotic regression techniques, I spent about a week with the woman. I identified her in the magazine as Pat Price, but her real name was Pat Roach.

She had read the article and wrote to the magazine's editor, saying that she knew how families could be abducted. The editor gave me the assignment

to learn more about it. I contacted Coral Lorenzen to ask for someone versed in hypnotic regression, and she put me in touch with Harder. We arranged to meet Roach at her home.

Over several days, she told her story under the influence of hypnosis. Harder accepted what she said as the truth, telling me that people can't lie when hypnotized. I later learned that wasn't true. Just because information is obtained through hypnotic regression, that doesn't mean it is true.

Roach said that she had awakened one night with the house in turmoil. She said that there was an alien creature standing in the corner of the room with some sort of machine. This was the first time that anyone had said the aliens had come into the house. Others under hypnosis would tell of abductions in the house at an earlier date, but this was the first time it was reported in a magazine.

She and a couple of her children were taken aboard the alien craft, subjected to physical examinations, and returned to the house. She said that she had seen some of her neighbors on the craft. Once she was returned to the house, she called the police to report a prowler in the area. I did contact the police, who confirmed that report but noted they had failed to find anything in their search of the area.



Coral Lorenzen and her husband, Jim, the leaders of the Aerial Phenomena Research Organization.

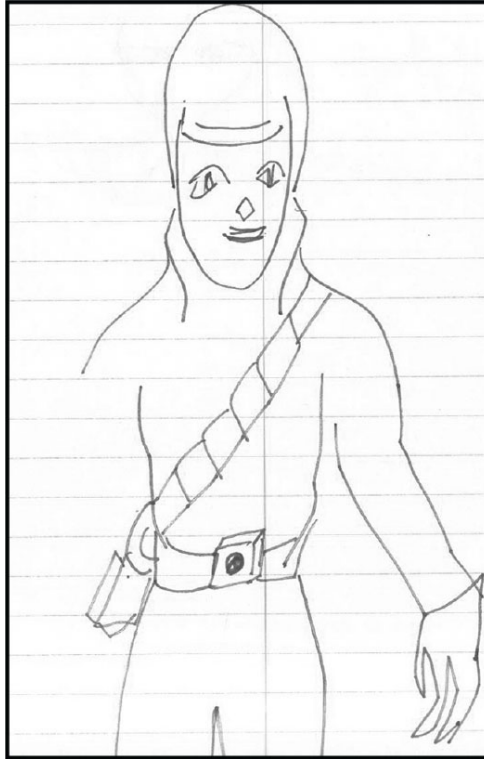
I mention this case for two reasons. First, it provided a hint about cross contamination. And second, I learned that a hypnotist could implant

memories if the operator wasn't careful in his use of hypnotism. Looking at the transcripts of the sessions with Roach, I can see where that contamination is made. But I was also there for the between-sessions discussions, and some of the information that Harder supplied would later appear in follow-up sessions.

I am convinced, based on my participation in the original investigation, that Pat Roach suffered from an episode of sleep paralysis. She was awakened in the early morning with the belief that something had been in the room with her. She didn't have a robust recall of the situation, but her reading of UFO magazines supplied what she thought of as the solution. She wrote to me through the UFO magazine because of a report I had written on another abduction.

She was then primed with that explanation. Harder, at one point between sessions, told her about the Hill abduction and that Betty Hill believed she had been physically examined by the alien creatures. In the very next hypnotic regression, Roach said, "I don't remember being examined but I know I was." It is clear that Harder, attempting to explain what others had experienced during an abduction, inadvertently planted the seed of a physical exam. Harder also told me he was attempting to validate the Hill abduction by finding another similar case. His bias was very clear.

The second point is something that Coral Lorenzen told me when I provided a copy of my research to her at APRO. She saw the illustration that Roach had drawn and was surprised by the inclusion of a Sam Browne belt as part of the alien uniform. Lorenzen said that they were seeing this in other cases, and it was a detail they were holding back as a way of checking the validity of other abduction reports. She said that the victims, who had never met or read any of the UFO literature, were reporting similar things. The problem is that the UFO researchers were all talking to one another and knew all these hidden details. I watched as Harder provided that information to Roach without realizing what he was doing.



Under hypnosis, Pat Roach produced a drawing of what she said the alien creatures looked like. Coral Lorenzen said that she thought the drawing was important because of the inclusion of the Sam Browne Belt, which was a feature that was well known by abduction researchers but not by the general public.

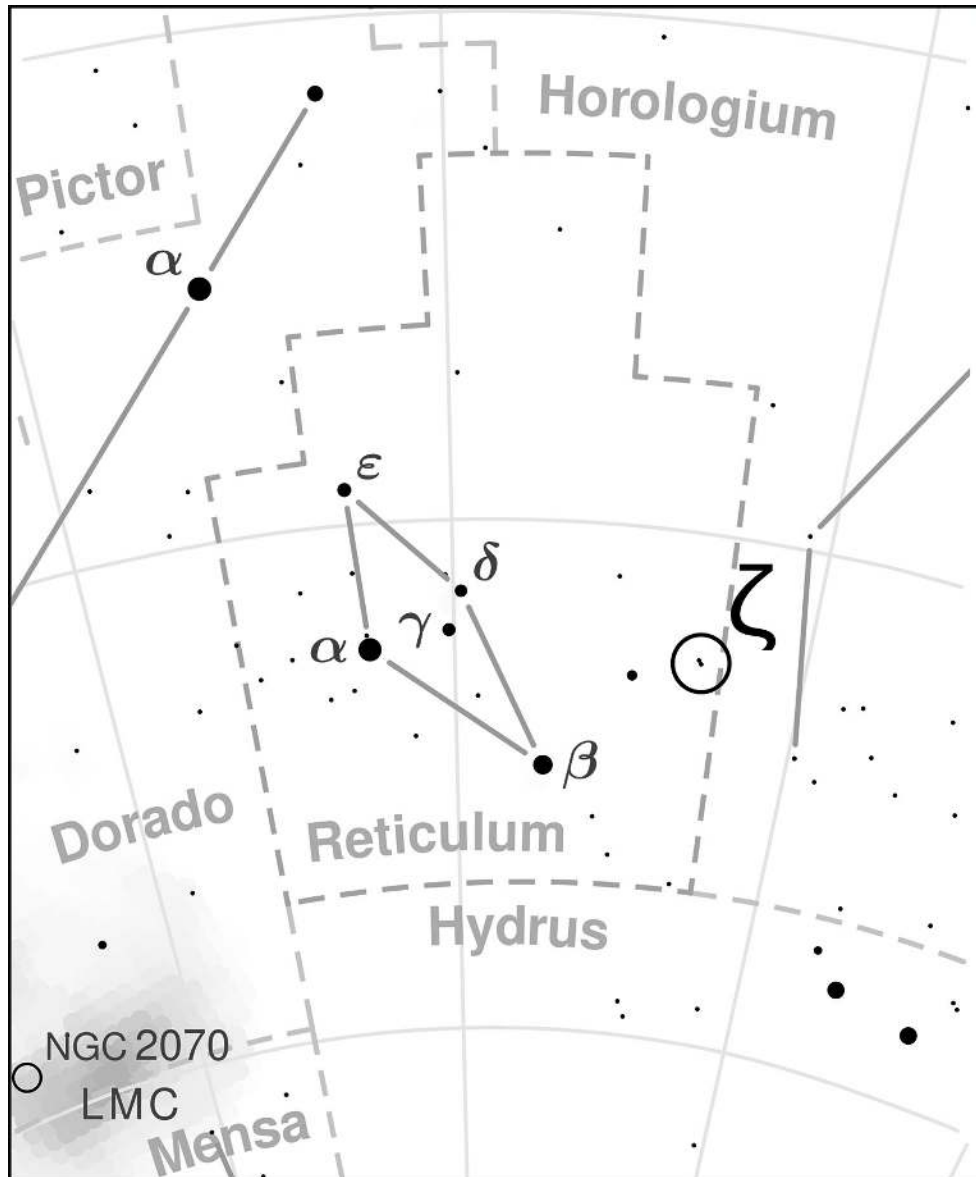
I mention this case because it is illustrative of some of the problems with abduction research. Having studied psychology and discussed this with many other UFO researchers, and having read *The Terror That Comes in the Night*, I have concluded that Roach suffered an episode of sleep paralysis. It has all the hallmarks of such a phenomenon.

Other Abductions

There have been many other reports of alien abductions. Betty and Barney Hill claimed they were abducted in 1961. John Fuller wrote a book about their encounter with alien creatures. While on the spacecraft, Betty Hill said that she was shown a three-dimensional map of our section of the galaxy.

The alien leader asked her to point out our sun, but she didn't have the reference points to be able to do that.

The map was a suggestion that the abduction was real. Marjorie Fish, an Ohio school teacher, made a 3-D representation of our section of the galaxy in an attempt to find the aliens' home planetary system. Her research suggested they came from the double-star system of Zeta 1 and Zeta 2 Reticuli. Many UFO researchers said this was strong evidence that the Hills had been abducted. However, new and better star charts changed significantly that part of the galaxy. The evidence no longer holds up to scientific scrutiny, though Fish's investigation is still to be commended.



Zeta Reticuli is a binary star system in the Reticulum constellation (circled above and with a large ζ next to it). According to abduction victim Marjorie Fish, this is the origin of the alien visitors.

But the Hill abduction was the first in the United States to be reported widely. There were no additional witnesses such as those found in the Hickson-Parker abduction reviewed later. Many still believe the Hills were abducted by aliens.

The Allagash Abduction

Ray Fowler, who was among the first to interview Arthur Stansel about the Kingman UFO crash and who described his own abduction in *The Watchers*, met with Jim Weiner prior to a speaking engagement. According to Fowler, Weiner had been plagued by nightmares for several years. The dreams centered on strange creatures looking at him, temporary paralysis, and a manipulation of the area around his genitals. Weiner said that he, his brother, and two friends had seen a UFO close by, and, more importantly, all of them were having similar nightmares.

The men were boating on a camping trip when they began to watch a point of light coming toward them. The light, which they soon saw was some kind of craft, hovered above them as it cast a searchlight over the water near them. After watching the object, they decided to return to shore. When they arrived back at camp, they saw their fire had burned way down, and they wondered just how long they had been on the water.

Weiner told Fowler that he had read Whitley Strieber's *Communion* and believed that Strieber's experiences mirrored his own. He mentioned a period of missing time, the additional witnesses, and the shared nightmares about aliens. This intrigued Fowler, especially the possibility of multiple witnesses.

Fowler arranged for Weiner to undergo hypnotic regression to recover hidden memories of the UFO sighting. Under hypnosis, Weiner told of a sighting of a light in the sky, but Fowler thought that might have been Jupiter rather than an alien craft. But two nights later the light was back, and it approached the four men. Under the influence of hypnosis, Weiner remembered the UFO hovering over them, playing a light across the boat and disappearing. Weiner told Fowler they had built a large fire on the shore to guide them back to their camp. But the fire was only glowing coals when they returned, suggesting they had been gone longer than he'd thought.

Weiner was surprised the fire had burned down, causing Fowler to ask, “If there is time unaccounted for, why can’t you remember?”



A number of people who believe they have had alien encounters have used hypnotic regression to help them retrieve their memories.

Weiner said, “I don’t know. I ... I’d swear I remembered everything that happened.”

Fowler, along with the hypnotherapist, Tony Constantine, put Weiner into a deeper state of hypnosis. Constantine said, “You sense there is something you should remember?”

Under the new level of interrogation, Weiner began to describe events on the craft but refused to discuss the alien creatures. Both Fowler and Constantine believed that Weiner was suppressing complete memories of the event.

When the session ended, Fowler said that he was struck by the emotions shown as Weiner relived the abduction. Fowler wondered whether “the aliens programmed them not to see their faces or whether the sight of them caused a self-imposed amnesia.”

In the second session in which Weiner described the alien creatures, Fowler wrote, “I remembered Jim telling me about a series of lifelike nightmares involving bedroom visitations by alien creatures and paranormal happenings.”

Fowler interviewed all the men. Each remembered the UFO sightings, and each seemed to recall the period of missing time. Under the close questioning by Fowler, each man remembered the abduction, and each made drawings of the alien creatures.

The hypnotic regression sessions revealed that each man was taken from his canoe and lifted into the UFO. Once on the craft, they were stripped. Three sat on a bench while the fourth underwent a series of medical examinations. Skin scrapings were taken, blood was drawn, and semen was gathered.

The interior of the craft was cold, and one said that it reminded him of a doctor's office. They all mentioned they were probed and that the aliens used what they thought of as doctor's instruments. Once the examinations were completed, the men were dressed and returned to their canoe. They watched the object disappear. Then, instead of discussing the strange event, they returned to their camp to go to sleep.

The next morning, no one mentioned the events of the night before. It was almost as if it had never happened.

None of the four wanted to remember the faces of the aliens. The drawings they made and the descriptions they gave lacked detail. Finally, under the continued pressure of Fowler, they all provided descriptions of the aliens and the procedures they used. Fowler was convinced that the abduction was real, but like so many others, there was no physical evidence that it had happened.

The Final Analysis

There are now hundreds of tales of alien abduction. The ones examined include multiple witness abductions and, in one case reported in the next chapter, witnesses to the abduction. The evidence is often sparse, and I believe that many are solved by terrestrial events. Sleep paralysis is the real culprit in many of them.

My research into the Pat Roach abduction has convinced me that she suffered from sleep paralysis. Her tale, told under hypnotic regression, was more robust than that of her children. Not all remembered the abduction, only the chaos that followed their mother's sudden awakening.

I also believe that Harder's conduct during the investigation provided an area of contamination. At one point, between sessions, I listened as Harder mentioned Betty Hill's claim that she had been physically examined, and in the very next hypnosis session, Roach said that she didn't remember being examined, but she knew she had been.

Given all that, the Hickson-Parker abduction is the real puzzle. Among the problems in the case was the handling of the investigation by civilian authorities, which provided a source for some contamination. Countering that, there were outside witnesses who were identified within hours. Clearly, something happened to the two men, and it haunted them for the rest of their lives.

Just as I have observed in other aspects of the UFO phenomena, there is a small number of important cases that are often hidden behind a wall of noise. We must break through that to get to the important cases and discover what happened. Hickson and Parker help us do that.



The Hickson–Parker Conundrum

One of the best-known alien abductions took place on October 11, 1973, when Charles Hickson and Calvin Parker were fishing in the Pascagoula River. Hickson (42) and Parker (19) were on an abandoned dock at around 9:00 P.M. when Hickson heard what he later described as a zapping sound. He saw some lights, and Parker, about the same time, also saw blue lights. Parker thought at first that it was the police, coming to make them leave the area.

Then, according to Parker, they both saw something at the same time. A football-shaped object with a dome on top approached them. According to them, it was about 30 feet long and 10 feet high with two windows and two blue lights. There was no wind or any blast, like that of a jet aircraft, for propulsion. The UFO stopped moving close to them, hovering some two feet off the ground.

A door at one end of the craft opened and, according to Parker, allowed the light to spill out. He thought that it must have slid open because it didn't swing open, and that's when the bright lights appeared. He said that it made his blood run cold.

It was then that three entities floated from it. Hickson described them as about five feet tall and covered with wrinkled, gray skin, with long arms and lobster claws for hands. Hickson would describe facial features, but Parker says even today that he didn't see their faces. He would elaborate on the description, later writing that there were three gray-colored, wrinkled-skin creatures, short, about five feet tall, and more or less stocky. He saw no facial features and believed they floated because he didn't see their feet.



Calvin Parker (shown here in a recent photo) was only 19 when he and the older Charles Hickson witnessed strange lights while fishing in the Pascagoula River in 1973.

Hickson, on the other hand, saw the whole creature. He said that the head seemed to come down to the shoulders. There was no neck. There was something that resembled a nose that came out about two inches to a point, and on each side of the head, where there should have been ears, were shapes similar to the nose. Under the nose was a slit that looked like a mouth. He didn't see anything that resembled eyes. The arms looked like human arms but were overly long, and he said that the hands looked as if they were wearing mittens with a protruding thumb. There were feet that

looked like an elephant's feet, and the legs remained together. Like Parker, he said the skin was wrinkled.

The beings floated toward Hickson and Parker. Hickson said that one of them was buzzing just as the UFO had as it landed. The creatures separated slightly; one of them tried to pick up Parker, while two of them grabbed Hickson, floating him toward the glowing ship.

Parker would later write, "Two of them got hold of Charlie and the third one grabbed my arm. I don't know what happened, but I instantly became really relaxed and did not care what happened to me."

They entered through a door that "seemed to appear" in the side of the oval. Parker told me that he didn't see what was happening with Hickson because he was in front of him. He said that the interior of the ship was brightly lit. To him it seemed that the light was coming from the walls.

Hickson said that inside, the light was almost blinding. He described the room he was in as bare except for some sort of machine at one end that Hickson said reminded him of a big eye. All the time he was inside, he said he never touched any part of it. He seemed to be floating above the floor.

Oddly, according to Hickson, while he was on the ship, the creatures paid no attention to him. He tried to talk to them but got no response. After about 20 or 30 minutes, he was taken back outside. Both men were floated to the riverbank. According to some of the reports from the time, Parker remembered nothing of the ordeal because he didn't regain consciousness until they had been returned to the riverbank. This turned out to be a ploy so that he could avoid reporters' questions.

Years later, Parker would clarify the situation for me. He said that when they entered the craft, he could see everything around him at that point, but he couldn't move or speak. He didn't see any sign of Hickson and, in fact, didn't see him again until they were taken off the ship.

He said, "The creatures took me into a room that didn't look very big and had no light that I could see but it was very bright. Then [a creature] floated me over to what looked like the center of the room and laid me on what I took to be a table."

In my discussion with Parker, he said the table was at a 45-degree angle. He said that a blue-looking box about the size of a deck of cards with a silver bottom came down. He couldn't see all that much because he could barely move his head. There were four clicks, and a smaller creature that made him feel safe entered the room.

Parker told me that he thought of her as female because of her smaller size and because she had a thin face with big brown eyes. She (or it) was still light gray in color, but he thought she was pleasant-looking compared to the ones he thought of as the ugly ones. He said that this one looked more human-like and that the others, the ones that had dragged him and Hickson into the ship, were more machine-like and mechanical. He thought of those as ugly but this new one as feminine.

Parker said that he was becoming uncomfortable. He heard a "hissing" noise and then the words "Don't be afraid." He said that her lips didn't move but that he understood what "it was thinking." He said that the ugly one came back, and she left the room.

Parker said that the ugly one grabbed his arms, and suddenly he was floated upward, turned to the right, and was floated back out of the craft. He found himself back on the riverbank, almost in the same place he had been standing earlier.

He said that something that resembled a big eye came directly out of the wall. He tried to close his eyes but couldn't, and again he felt a pain in his left arm. The eye dropped to within six inches of his face. The end of the "eye" that was focused on Hickson was a different color than the rest of it.

In another part of the ship, Hickson was undergoing his own examination. He said that something that resembled a big eye came directly out of the wall. He tried to close his eyes but couldn't, and again he felt a pain in his left arm. The eye dropped to within six inches of his face. The end of the "eye" that was focused on Hickson was a different color than the rest of it.

The eye, according to Hickson, lingered on his face and then began to move over his whole body. He felt no pain and no sensations.

When the eye finished the examination, it returned to the wall. According to Hickson, “The things released me.” He couldn’t see them because they were behind him. He worried about Parker and about being taken away. And then the creatures returned, or rather he could see them again.

He heard Parker asking him if he was okay, and at that point he began to recover his senses. They were both now out of the craft and almost in the same positions as they were when the UFO arrived.

According to Hickson, Parker asked about the creatures’ eyes. He said that he couldn’t see any eyes. Hickson said that their faces were so wrinkled that he couldn’t really tell whether or not the creatures had eyes.

When he heard a “zapping” noise, Parker looked up, and the craft just lifted straight up into the night sky and disappeared. With the craft gone, Parker said that he was feeling weak and barely able to stand. They both sat down but didn’t talk all that much. Parker told me that he had suggested they not tell anyone what had happened. He felt the experience was personal and that if they said anything, it would cause them trouble—a great deal of trouble.

They eventually made their way back to the car, but contrary to what has been reported in the past, they didn’t go immediately to the newspaper. Instead, they sat in the car talking while Hickson drank from a bottle of Jim Beam that he had hidden somewhere. Eventually, according to Parker, Hickson finally said, “Let’s go home.”

Before they got home, Hickson wondered what time it was and told Parker to pull over so that he, Hickson, could run into the Mississippi Press Building to look for a clock. Hickson was only in the building a short time—a minute or two, according to Parker—and came back out. He had failed to find a clock, so he didn’t know what time it was.

Air Force, NO—Local Sheriff, YES

They wouldn't make it home for several hours. They stopped at a local hangout. Parker drank a beer, trying to calm down. Hickson said that they needed to call someone, but he wasn't sure who. Finally, he said that he was going to call Keesler Air Force Base. That failed because he was told that the Air Force wasn't interested in UFO sightings but if he felt threatened or wanted help, he should call the local law enforcement authorities. Hickson decided to do that, over Parker's objections. It took the sheriff's deputies only about 10 minutes to get there.

Parker was worried about what everyone would think.

He just didn't want to talk about it. Hickson suggested that he tell them that he had passed out and didn't remember much of anything. That was what Parker did, which would cause trouble later as both civilian and military investigators tried to piece together the story.

Once at the sheriff's office, they were separated and questioned. Parker remembered what Hickson had advised, so he told the deputies that he had passed out. He didn't know anything beyond the landing of the UFO and the appearance of the robotic beings.

What neither of them knew was that a tape recorder had been turned on in the room to secretly record the conversation between the two men. The theory seemed to be that if this was a hoax, the men might mention something that would provide the evidence.

Finally, Parker was reunited with Hickson in another room, and the sheriff and deputies left them alone. What neither of them knew was that a tape recorder had been turned on in the room to secretly record the conversation

between the two men. The theory seemed to be that if this was a hoax, the men might mention something that would provide the evidence.

One of the sheriff's deputies, Fred Diamond, listened to the tape. The deputies returned to the room to tell Hickson and Parker that if this was a hoax, they would spend a lot of time in jail. I suppose the crime would be making a false police report, but then, even if convicted, they wouldn't have spent any time in jail. There might have been a fine and court costs, but they wouldn't be jailed. Parker did say that the deputies were now nicer than they had been. He begged them not to tell anyone about the sighting.

According to Parker, it was about 11:00 P.M. when they left the sheriff's office to finally return home. The only good thing that had happened was the sheriff reassuring them that he would not tell the news media about the sighting.

Hickson said that he did not sleep well that night. He went to work the next day, Friday, and everything seemed almost normal. Hickson was worried about Parker and thought about pulling him off to the side to talk to him. Before he could do that, he received a telephone call. It was a reporter who was asking about the events of the night before.

It wasn't long before there were other calls for him or for Parker. Hickson called the sheriff's office, convinced that Fred Diamond had leaked the story. Diamond said he didn't know how the story had gotten out, but there were reporters in the office. Diamond wanted both Hickson and Parker to come to the office.

At that point, Hickson's supervisors at the shipyard wanted to know what was going on. Finally, the general manager, Oliver Bryant, wanted Hickson and Parker to come to his office. Included in the discussion was Johnny Walker, the owner of the shipyard. After hearing the tale, Walker suggested that they should have legal counsel. Joe Colingo, a Pascagoula attorney, was consulted. After a discussion, Hickson, Parker, and Colingo drove to the sheriff's office.

Coling, after being greeted by Diamond, asked whether Hickson and Parker could take a lie detector test. Diamond said that he didn't have the equipment to conduct such a test but added, according to Hickson, "I don't

see any use in it, not after that tape last night.” That was the deputy’s conceding that they believed what Hickson and Parker had told them.

The Keesler Air Force Base Connection

While they were arguing about the lie detector test, Hickson wondered if they should be tested for radiation. A detective, Tom Huntley, escorted Hickson, Parker, and Colingo from the sheriff’s office to the local hospital, where they learned that the hospital didn’t have the facilities for such a test. Huntley then called Keesler AFB and asked if the tests could be made there. That was arranged.

Here’s a bit of a digression. In December 1980, there were two widely separated UFO sightings that involved some sort of radiation from either low-flying or landed craft.

First came a series of sightings at a U.S. Air Force base in England, which was close to the Rendlesham Forest. Several Air Force personnel were involved in a rather complex case that will be examined later.

Then on December 29, 1980, in Texas, two women, Betty Cash and Vicky Landrum, and Landrum’s seven-year-old grandson encountered a large, glowing, diamond-shaped craft hovering above the highway. During the encounter, they suffered a searing heat that left them ill. They blamed radiation from the craft and spent years suing the U.S. government for their injuries. They couldn’t prove that the sighting was of an experimental craft operated carelessly or that it was operated by U.S. military personnel. There was no explanation for what they had seen or the cause of their injuries.

These cases, some seven years after the events in Pascagoula, underscored the fear by some that radiation associated with some UFO sightings caused

physical injury. Although the military would claim that the Air Force had no real interest in UFO sightings and would say that Project Blue Book had ended in 1969, there was an interrogation at Keesler AFB after the tests were conducted.

Fortunately, the radiation tests proved to be negative. There were no residual effects reported over the years. Importantly, however, once the tests were completed, they were asked to talk with someone involved in intelligence at the base. This, of course, seems odd because the first reaction of the Air Force had been to suggest local law enforcement because they were uninterested in UFO sightings.

This doesn't seem to have been idle curiosity on the part of one or two military officers. A document dated October 12, 1973, or the day after the abduction, noted that Hickson and Parker were interrogated by Air Force officers. According to that document, the following military personnel were present for the interrogation:

- Lt. Colonel Derrington, Security Police
- Colonel Amdall, Chairman, Department of Medicine
- Colonel Rudolph, Hospital Services
- Colonel Hanson, Veterinary Service
- Lt. Colonel Gibson, Associate Administrator
- Major Winans, Health Physicist
- Captain Hoban, Security Police
- MSgt. Russell, Security Police

There were others present as well, including T. E. Huntley, a detective representing the Jackson County sheriff's office, and Joe Colingo, who was the attorney representing Hickson and Parker. Derrington began the interrogation by suggesting that Hickson and Parker just tell them what had happened.

Hickson began the narrative, and Derrington asked questions periodically. Much of what Hickson said was the same as he had told the sheriff and

what he would later tell Ralph Blum and others who investigated the sighting.

There are a couple of points that would become important later, especially once the skeptics began to search for a terrestrial answer. Derrington asked what time this all had taken place, and Hickson said, “Well, I don’t exactly know what time it was because I don’t have a watch. It was quite a while after dark.”

This simply means that Hickson, when he supplied a time, was guessing about that. In interviews, he changed times as he thought about it, wondering how everything fit together. Of course, anyone who had been in a similar situation—that is, having to provide a time frame for an event and who didn’t have access to a watch or a clock—will guess. Sometimes they alter that guess as they think about the situation.

Hickson was asked about the creatures. He said, “I just don’t know if it looked mechanical more than human. They were real pale looking to me. And I do remember specifically that on what I thought was their feet, there were no toes or anything like that. It was just almost round. It just seemed like it might have been just skintight what they had on. But I didn’t see any clothes.”

Derrington did direct some questions to Parker. He asked, “Before you passed out, do you recall being lifted into the vehicle?”

Parker said, “I recall them getting me and just like a big magnet drawing me to it. I wasn’t on the ground—off the ground. I don’t remember a thing. I just blacked out. I just stood there like I froze. Then I finally got to where I could move a little bit. It was like a bad dream. I wish it had been a bad dream, and it would all be over with.”

This is an interesting comment by Parker and reinforces the idea that he hadn’t fainted but was using that as an excuse to avoid talking about the event. He was supplying details about the sighting after he had allegedly passed out.

But during this interview, Parker continued to add details. He said that the craft never set down on the ground but hovered about two feet above it. He said that the creatures didn't act as if they meant any harm.

Derrington then asked if Hickson and Parker had discussed this between them, and Parker responded, saying, "I passed out. I don't remember anything."

But during this interview, Parker continued to add details. He said that the craft never set down on the ground but hovered about two feet above it. He said that the creatures didn't act as if they meant any harm.

Eventually, the questioning got around to any injuries suffered by Hickson or Parker. Huntley said, "Calvin had a couple of little, small scratches on his right arm. When he mentioned something about a claw, and I noticed that he said he grabbed him by both arms, and I noticed both arms have a little scratch."

Colingo then mentioned something that is important to the story. He said, "I can say one thing. Not this particular story, but at the same time, this object was sighted by others who are as critical or—well, by officers. One man was Broadus. He related the story again this morning at the police station where they were going down the highway and passed the vicinity where they [Hickson and Parker] were. You can see it from the highway there just across the bridge. They saw the object for three minutes. And the times correspond."

Huntley then added, "And their descriptions and everything. They even described the blue lights and everything."

Huntley provided another witness. He said, "You are talking about Larry. He owns a Standard station. Evidently—the chief passed this on to me this morning that Larry saw the same thing. He walked out on his porch, and he looked up at the sky ..."

Several senior officers were present for the interrogation, so there is a record of what Hickson and Parker said within hours of the abduction. And

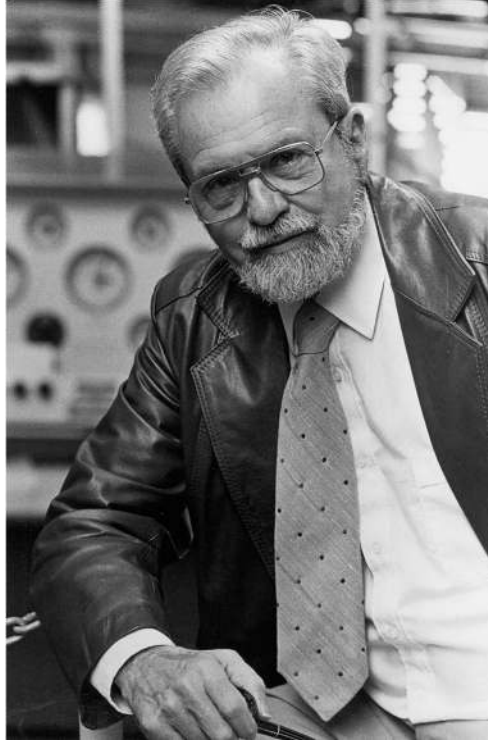
contrary to what Philip Klass would later report, there were other witnesses identified at that time who had seen something from the highway bridge.

The Civilian Investigation Begins

According to *The A.P.R.O. Bulletin*, it was on October 12, about nine in the morning, that Louis Daugherty, a member of APRO's board of directors, called to alert the Lorenzens about the apparent abduction in Pascagoula. Coral Lorenzen then called the Pascagoula sheriff's office and assured the deputy there that APRO planned a scientific investigation; the deputy then suggested that Hickson and Parker cooperate with the investigation.

Coral failed with calls to two psychiatrists and a psychologist and then tried Dr. James Harder, a consultant in civil engineering. Harder agreed to conduct the investigation and was on his way to Mississippi by 2:30 P.M. that afternoon.

Dr. J. Allen Hynek also learned of the case and in the afternoon called Jim Lorenzen, wondering if APRO had an opinion on the case. Jim said that they had Harder heading to Pascagoula and that Coral had verified the basic information with Sheriff Barney Mathis and Deputy Glen Ryder, who was the first law enforcement officer to talk with Hickson and Parker.



Dr. J. Allen Hynek was an astronomer, a professor of physics and astronomy with posts at the University of Chicago and Ohio State University, and a ufologist. He got involved in UFO research when he was hired by the Air Force as a scientific consultant for their UFO reports. His investigations in the 1960s, including that of a landing in Socorro, New Mexico, in April 1964, convinced him that not all sightings were hoaxes, delusions, or misidentifications.

In the September–October 1973 issue of *The A.P.R.O. Bulletin* were the notes on Harder’s initial investigation. The notes said:

Upon Arrival Saturday [October 13] at about 10 A.M., I was taken to the offices of the J. Walker Shipbuilders Company. Physician Julius Bosco, attorney Joe Colingo and the owner of the shipyard, Jack Walker, Chief Deputy Sheriff “Barney” Mathis and detective Thomas Huntley were all present.

Charles Hickson and Calvin Parker were then brought in by one of the supervisory personnel of the shipyard (where they both work) to meet me. I introduced myself as a representative of APRO.

In my opening remarks I said that they were one of a very small number of persons who had had such an experience. I asked what the “creatures” looked like and got a description that included: 1. No neck, no helmet and 2. Crab-like hands, 2 digits, each the same size, the size of the hand.

I did not ask questions about the material that had previously appeared in the newspaper and suggested that we let them go home for a rest and that we resume later in the day when Hynek and Dr. Bridges (a psychiatrist) were there. We agreed to resume at 3:30 P.M. Before we adjourned, I gave the group a brief resume of earlier cases (Hill, Villas-Boas [*sic*]) and asked a few more questions. Another description: 3. A slit-like mouth.

There is one point here that bothers me about Harder’s introduction into the case. He mentions that before he has interviewed either Hickson or Parker, he briefed the group who had gathered to investigate the case about other abduction reports. True, the initial information was already published, but as Lorenzen noted, “The press reports were, by and large, inaccurate.”

There is no record of what Harder told them about either the Hill abduction or that of Vilas-Boas. In the world today, this suggests “priming” to me, which is feeding the information to the subject rather than gathering it with as little input as possible. This could have influenced the later responses by Hickson and Parker because Harder had given them important information. Without transcripts of those conversations, we have no way of knowing what Harder said to them and if it did influence them later. I know from personal experience just how far Harder would go in these sorts of briefings. He shares too much information with the witnesses before he finishes his investigation.

In his book, Hickson provides us with a little more information about what happened that morning. He wrote that he and Parker arrived in Pascagoula before the scientists and were met by more reporters. They decided that they’d be hounded until they sat down for a few interviews and finally agreed. The arrival of Harder put an end to those interviews.

Hickson said that Harder got right to the point. He wanted to know what had happened on Thursday night. He would interrupt at some points to ask a question or two, and as Hickson put it, “Some we could answer and some we couldn’t.”

They decided to break until Hynek arrived. Here, we run into an unimportant discrepancy. Harder said they’d meet at 3:30, but Hickson said that they’d meet at 2:00. I mention it only because these little things are the hook on which debunkers hang their objections. I’ll note here that Harder wrote his notes within hours of the meeting, while Hickson wrote them in his book several years later.

Harder had mentioned hypnosis, and both Hickson and Parker were worried about it. Once back at the shipyard office, the investigation began for real. Both Harder and Hynek began probing for details about the events. Finally, it was decided it was time for the hypnosis. However, neither Hickson nor Parker was thrilled with the idea. According to *The A.P.R.O. Bulletin*:

Ultimately, at the afternoon session, Dr. Bosco, Dr. Bridges, Mr. Colingo, Dr. Harder and Dr. Hynek were present, in addition to the two subjects. Both Hickson and Parker were fearful of hypnosis, so Dr. Bosco volunteered to be the subject, and a good demonstration resulted. Another shipyard worker, Oliver Bryant, was called in and he was hypnotized. The group finally persuaded Hickson to try, but only as a dry run. He was very nervous but finally did calm down. Harder gave him a post-hypnotic suggestion that his headache would be relieved, and it was. Little information about the experience was gathered, however.

The sessions conducted by Harder and Hynek didn’t reveal much in the way of additional information. There were estimates about the timing, but these were estimates. Neither Hickson nor Parker wore a watch. While I was in Fort Smith, Arkansas, at a UFO conference, I heard Hickson say that he couldn’t wear a watch because they always failed for some reason. I asked Parker about this, and he told me that it might have had to do with their work in the shipyard. He wasn’t sure why Hickson didn’t wear a watch.

By Monday, Hickson had hoped that the excitement would have died down and they could return to something of a normal schedule, but that didn't happen. There were still the telephone calls and visitors disrupting the business of ship building. Finally, it was suggested that he and Parker take some time off until things died down. It isn't clear whether this was a paid vacation or not, but it seems that Hickson was saying that there was lost income.

Even with them away from the shipyard, there were still visitors and telephone calls. Hickson wrote in his book:

Two women in their middle years, one of whom could barely talk, made the long trip from Connecticut to ask Calvin and me some questions. One of the women was a good friend of Betty Hill, the couple that reported they had been taken aboard a UFO thirteen years ago. "Betty Hill had tears in her eyes when we left," one of the women explained, adding that the Hills' experience had ruined their lives and Mrs. Hill hope that some way, somehow, the incident here would help prove their story. Since that meeting, I have received letters from Mrs. Hill, and I am hoping in the future I might meet her and discuss the two happenings personally.

After several weeks, Hickson returned to work and said there was no rest from reporters. Once again, the idea of a lie detector was brought up and whether he would agree to it. In November, the results of the test were made public. Conducted by Pendleton Detectives, Inc., and administered to Hickson in cooperation with Diamond's sheriff's department and at the request of Colingo, they found no evidence of deception. The test was administered by Scott Glasgow, who said, "It is my opinion that he told the truth when he stated that he believes he saw a spaceship, and that he saw three creatures."

Lie Detector Controversy

Philip Klass, who never met a UFO story that he liked, knew that he was going to have to investigate the Hickson–Parker abduction. It was receiving national—and, in fact, international—attention. Hickson himself kept saying that telephone calls, reporters, UFO investigators, and even those just interested in this case were intruding on his life. Ever since the story had leaked, he and Parker had been under intense scrutiny. That culminated in Hickson’s lie detector test.

It seems that Klass’s first move was not to talk with either Hickson or Parker but to investigate the polygraph operator. The announced results—that no lie was detected—strengthened the case. Ironically, Klass would say for years that those claiming abduction should take polygraph tests. If they were telling the truth, they would have no trouble in passing. I had mentioned to Klass that if they believed they had been abducted but the cause for that belief was something else, they would still pass the test. The best example was that of Pat Roach, who believed she had been abducted in the days following Hickson–Parker. The lie detector would prove she believed it, but it didn’t prove that it happened. It just proved she believed it.



Philip Klass was an aerospace and aviation journalist who came to be known as “the Sherlock Holmes of Ufology” for his work in debunking UFO sightings.

Klass began his investigation by communicating with Glenn Maggard, who operated the Atlantic Security Agency and was a licensed examiner as well as a member of the American Polygraph Association. In other words, here was an expert in the science of polygraphy who was in the Washington, D.C., area and had good credentials. Klass wrote:

Maggard emphasized to me [Klass] that the “charts” which are generated by a polygraph, to show the subject’s physiological reactions to questions, are not in themselves the sole mechanism that indicates whether the subject is telling the truth. *The effectiveness of the polygraph depends principally on the skill and experience of the human examiner, and on the questioning techniques he employs* [emphasis in the original], Maggard emphasized. He told me [Klass] that some persons, for physiological or psychological reasons, are not “good subjects” because they can tell a falsehood without having the physiological responses that can be detected on the charts. For this reason, Maggard said, each subject must first be tested by the examiner to be sure that he responds when telling what is known to be a falsehood. Maggard then gave me approximately a dozen questions to pose to the New

Orleans polygraphist who had tested Hickson, so that Maggard could evaluate his expertise.

When I telephoned the New Orleans polygraphist on December 28 [1973] and posed Maggard's first question, asking when he was a member of the American Polygraph Association, the operator [Glasgow] replied that he was "not yet."

Klass then quizzed him on his schooling and credentials, learning that he had attended a respected school and that he had been conducting polygraph examinations for about a year. Later, Klass would learn that Glasgow had not been certified by the school he attended because he had failed to provide his cases to the school for evaluation. Glasgow would not be able to fulfill this aspect of the training because the year had passed.



Kevin Randle (left) talks to Philip Klass about witness testimonies while both were in Roswell for the 75th anniversary of the crash.

Klass then talked with Glasgow, recorded the conversation, and submitted a typed transcript to Maggard, who said that Glasgow was an inexperienced operator and added, "Judging from what he told you, I doubt whether he can tell whether the subject was telling a lie or telling the truth."

Klass then talked with Colingo, wondering why they had selected a polygraph operator in Louisiana rather than one in Mississippi. Colingo explained that there was only one in the state and that he and the state were reluctant to get involved with such a case. Colingo said that he then tried Alabama, but they wouldn't agree to conducting the test. Colingo did say they contacted someone in Montgomery, Alabama, but it seemed that the cost was prohibitive. Colingo apparently thought the test should be conducted without charge because it was for the good of the country.

Colingo told Klass that they were looking for someone who would travel to Pascagoula to conduct the test. Meanwhile, reporters were wondering why the test had not been conducted. Colingo, bowing to the pressure, continued the search and called a former law school classmate whose brothers operated detective agencies and, for some rather vague reasons, couldn't get a polygraph operator. Klass implied that Colingo had misrepresented the reasons, but the brothers recommended an agency in New Orleans.

Here is the key point in all this. Colingo wanted the test to be conducted by an operator who was not being paid for the service. Colingo told Klass that if he paid for the service, then some would suggest the test was not conducted by a disinterested third party but by someone who saw his compensation tied to the test results. In other words, the operator might be biased because of the monetary gain.

Klass, continuing in that vein, used the yellow pages for Mobile, found the numbers for two commercial polygraph operators, and called them. Jack N. Wood, one of them, told Klass that he had not been contacted by Colingo about testing Hickson. He then called Frank Schottgen, who said that he had not been contacted by Colingo. However, Schottgen said that he had heard that Captain Wimberly of the Mobile Police Department had been contacted by the Pascagoula sheriff's office to conduct the test. Wimberly turned them down because they wouldn't meet the conditions that he, Wimberly, set.

Klass suggests that the requirements didn't seem unreasonable, and looking at them, that does seem to be the case. Just the same, the negotiations for the test broke down, and the Mobile Police Department declined the offer.

But there is a fact that Klass didn't mention. Glasgow worked for Pendleton Detective, Inc. In 1958, Pendleton had opened an office in Mississippi, and they have an office in Pascagoula. Given that, it might not be so strange that Colingo found his way to Pendleton Detectives and their polygraph operator. New Orleans isn't all that far from Pascagoula.

The main thrust of Klass's analysis of the case revolved around the polygraph operator. Very little of it dealt with the story itself other than to note some minor discrepancies in the stories of Hickson and Parker concerning the timing of events and the size of the craft. He didn't find anything that would suggest a hoax, only his opinion that the polygraph examination might have been performed by an operator who had attended a respected school but hadn't been certified by that school. His bias showed up in his belief that there has never been an alien visitation, and therefore the story must be a hoax.

Other Independent Witnesses

One of the complaints about the case was that the abduction had taken place near a well-traveled road and there were others in the area, but no one else reported the UFO. If the story was true, where were these other witnesses? This myth had become so engrained in the story that when I had a chance to speak with Calvin Parker, I asked about it. Turns out there were other witnesses to the UFO that night.

Parker, in his book *Pascagoula—The Story Continues: New Evidence & New Witnesses*, includes a chapter on other Mississippi and Alabama witnesses. To understand this, a map is necessary because Pascagoula is on the Gulf of Mexico, nearly on the state line between Mississippi and

Alabama, and not all that far from Louisiana. Some of the sightings reported on October 11 are hundreds of miles from Pascagoula. J. Michael Long said that he had seen a UFO on that night about 100 miles from Pascagoula.



Some criticism about the Pascagoula incident involved the fact that it occurred near the heavily traveled U.S. Highway 90, and yet there were no witnesses other than Hickson and Parker. Parker refuted this by writing in his book that there were other witnesses miles from Pascagoula.

Long was at home in Ellisville, Mississippi, which is near Laurel, and playing with a football in the backyard. He spotted a bright orange light in the north sky that was moving slowly toward him. He said that it was above the trees and was flying south slowly. The ball of light, which he estimated at about 30 feet in diameter, eventually reached a point that was directly in front of him and over the trees. He began to worry that it, whatever it was, might want to abduct him. The UFO continued its slow journey to the south.

Another of the sightings came from Calhoun City, Mississippi. The witness said that she and a friend were in the backyard around 10:00 P.M. when she noticed a shooting star in the west. She realized that it wasn't falling but was flying horizontally. She said that it was in sight for 10 or 15 minutes, which, of course, rules out a meteor.

Interestingly, she reported that the dogs in the neighborhood began barking, possibly responding to the strange light. She said that the light stopped and

then another, different light shot upward at a 45-degree angle. At that point, the larger light began moving again and growing larger and larger. It glowed different colors as it began to descend until she couldn't see it any longer because it was behind a treeline.

Another of those who saw an object close to the Pascagoula River on October 11 was Joey Nelson, a professional pool player who lived in Mobile, Alabama. He said that he and two friends, Jimmy Reid and Ricky Purbis, were driving from Mobile to New Orleans with the idea of making some money. Nelson said that he thought they were between Pascagoula and Biloxi when, according to Nelson, they saw "a giant orb in the sky," which they thought looked like a blimp.

This object emitted a smaller one that came down in front of the car and began to click and flash its lights. Nelson said that it resembled a camera taking pictures. This smaller object was about the size of a beach ball, and it hovered right outside the windshield. Moments later, that orb shot up into the sky. None of the men saw it rejoin the larger object. He said that the three of them seemed to be paralyzed and described it as "like sleep paralysis."

They didn't think about it until the next day, when they saw media reports of the Hickson-Parker abduction. He thought that the object they had seen was the one that had abducted the men. Nelson said that he didn't tell anyone for a long time because he didn't want people to think he was nuts. It wasn't until he saw the documentary aired by the Travel Channel that Nelson called Purbis, who, without prompting, mentioned the UFO sighting.

None of these stories, and several others reported in the newspapers at the time, provide much in the way of corroboration for the Hickson-Parker abduction. The timing is off, the distances are too far, or the descriptions of the craft do not line up with that given by Hickson and Parker. Nelson was the closest, but he was traveling away from Pascagoula when he made his sighting.

However, there are some reports that do offer that elusive corroboration. At around 7:40 P.M., parole officer Raymond Broadus, a Pascagoula City Council member named Emmanuel P. Sigalas, and a young woman only

identified as Joan were driving along the well-traveled U.S. Highway 90 when they saw something. Broadus's name appeared on the Air Force document of October 12, meaning that the military and others interested knew about his involvement in the story. Ralph Blum, who was covering the story for *Cosmopolitan*, interviewed Broadus on October 13, 1973, and reported on his encounter with the UFO in his 1974 book *Beyond Earth: Man's Contact with UFOs*, written with his wife, Judy.

It must be noted here that the interview with Broadus took place just two days after the abduction. It was reported in the book in 1974, which means the criticism that no one had seen the object from the bridge was untrue. And because the interview took place within 48 hours of the sighting, this was not some sort of tale invented during the renewed interest in the abduction.

Broadus told Blum, "First, I thought it was a large helicopter. Then I figured if it was a helicopter, it wasn't doing anything. Evening Star? It was eerie, perplexing beyond words.... I'd say that it had an oblong shape."



Parole officer Raymond Broadus described the UFO as having an oblong shape similar to the one in this illustration.

Six years later, in 1979, the Pascagoula newspaper interviewed him. Now, Broadus mentioned a fast-moving object descending so rapidly that it seemed about to crash. It stopped a few hundred yards above the ground and then drifted toward the Pascagoula River.

Of course, it should be noted that this sort of contamination is to be somewhat expected in a high-profile case. By the time Broadus was interviewed by the newspaper, he had been exposed to reports on the case for six years. That would suggest that the earlier statement is probably the more accurate one, and the later descriptions do not negate the importance of that earlier interview. However, some of those issues can be resolved because there is corroboration for the tale.

Broadus wasn't alone in the car, as noted, and Emmanuel P. Sigalas was interviewed without Broadus around in July 1981. According to Parker, he received, via Facebook, a note from Stefano Panagiotakis, a Greek UFO researcher who had been in Pascagoula and interviewed several witnesses such as Hickson. He also met with Sigalas and provided Parker with a transcript of the interview.

He confirmed that he had been with Broadus. He explained that they were headed for an AA meeting so that Broadus could "preach" to the alcoholics and that they were with a young woman whose first name was Joan. She said to Sigalas that she saw something in the sky.

Sigalas pointed it out to Broadus because the object seemed to be following them at about 3,000 feet. He said that as they slowed, so did the object, and when they sped up, it did, too. He said that the object was glowing with a bright light and that it had a cylindrical shape.

Sigalas said that the object seemed to be on a flight path from the place where Hickson and Parker had been abducted. It disappeared in a flash. He said that when they returned, they didn't see anything.

This, of course, is another witness to the craft in that area at that time, which negates one of the skeptical arguments. Others, driving along the highway, did see something that night. As mentioned, Broadus was interviewed the next day about the sighting, and one of those in the car with him has corroborated the tale.

There was a second witness name on the Air Force document. He was listed only as Larry because they didn't have his last name. They noted that he operated a gas station. Research by several others revealed the name. It was Larry Booth, and because he is listed on that official document dated

October 12, 1973, and because he was not in the car with Broadus and Sigalas, his testimony takes on added importance.

Booth was interviewed by Blum in August 1974, or about 10 months after the event. Booth said that he had been watching a television program that ended at 9:00 P.M. and then got a glass of milk and made a check of the front door. He said that he glanced out and saw a big object over a telephone pole.

When he saw it, the UFO was hovering not that far away. Booth said there were lights all around it running in a clockwise fashion. He said that they were all red. He could see no wings or a shape, just a large object.

He said, "The main thing you could see were the lights all the way around it, a lot of them, close together and they seemed to be circling, I would say slower than an ambulance light turns.... But, as the object got further off, naturally, I could only see the rear end of it. ... Then it got way out. Instead of being right here, when you look up at a large object, the lights all way around it, you can see 'em on both sides. So, what caught my eye was just to look up, I couldn't hear a sound."



The UFO had lights circling the center as if to separate the top from the bottom.

He said that when he started to call his wife, the UFO started to move off in a slow motion. He watched it until it was out of sight. But as it left, he saw a dome shape. He said that it reminded him of the pickup trucks with the campers and a little dome on top.

He didn't think much of it until the next morning when he was listening to the news. One of the stories was about Hickson and Parker, which, of course, interested Booth. He said that he started figuring out the time of the sighting and the directions from his house. There were apparently interviews with some others in the area who might have seen the same thing. Based on all that, Booth thought he saw the object that had been involved.

This, then, was another witness who had told his story first on October 12, but the Air Force, in its report, didn't have his last name. Ten months later, he was interviewed about it. While you can argue that 10 months is enough time for contamination, you must also admit that the date on the Air Force document establishes he was telling his story before there were widespread reports about Hickson and Parker.

Parker told me that there were other witnesses as well. He mentioned Maria and Vernon Blair, who had been on the other side of the river on the night of the abduction. Parker said, "She was across the river, and she actually seen [*sic*] the craft and the lights when it set down over there. Then she said, she told me [Parker] as they were walking ... her husband was asleep in the car, and she was walking back to the car ... she heard a noise of a splash in the water ..."

Maria Blair pointed out that her husband had been napping in the car at the time. He was going to be up late that night and wanted to get some rest before he had to get to work.

I wondered how she had been found, and Parker told me he had been interviewed for a news story about the abduction after all these years. Her daughter made a comment on the television station website that her mother had been talking about this for years and years. Philip Mantle took that information and ran with it, calling the station and learning how to get in touch with her.

Naturally, I wanted to know, since this had been an international story at the time, why she hadn't come forward with her report. A corroborative and independent witness would be an important addition to the case. Parker said that he had asked her the same question. She said that her husband wouldn't

let her. He told her that everybody would think that she was crazy. It was the fear of ridicule that made him want her to stay quiet.



Philip Mantle, a veteran UFO researcher, author, and lecturer from the United Kingdom, along with Dr. Irene Scott, reopened the investigation into the abduction in 2019.

Dr. Irene Scott interviewed them both in January 2019. In her first call, she talked to Vernon Blair first, who told Scott that his wife asked him if he had seen something. He remarked that he heard a big splash and thought that it was a blimp or something. Vernon then asked Scott if she wanted to talk to his wife.

Maria Blair said, “I thought [it] was an airplane because of the bright lights flashing on.” According to Scott, Maria said that the bright lights would go back and forth across the sky. The lit-up object would turn around and come back and then go back across the sky.

What is important here is that they were on the far side of the river and had a view of the area where Hickson and Parker were fishing. She couldn’t provide an exact time because, like Hickson and Parker, neither she nor her husband had a watch. She did say, however, that she watched the lights for 35 to 40 minutes.

Scott asked and learned that Maria had seen lights of blue and green and other colors. Of course, Hickson and Parker had mentioned the bright blue color associated with the object.

Maria did mention something that had come up out of the water and said that it looked like a man. He apparently disappeared back into the water. She waited, but he didn't resurface. This became a point that was revisited in an interview by Scott on March 7, 2019. She said:

Okay, I am in my car driving so had to pull over, you must have been reading my mind, I was just thinking about that, and I did not realize how close we were from them (Hickson and Parker) that night until yesterday. No, it was not a man, it looked like a person, and it came up to the top of the water right beside me on the pier. It was grey looking, like the skin diver's suit, but it was strange looking. I had no idea until the next day about the abduction that I realized it was not a person it was an alien, that is why at times I will just cry knowing what it was, and nobody believes me. It was before we walked down the pier, I saw the spacecraft in the sky ...

While the story is interesting and suggests some corroboration for the alien beings that Hickson and Parker saw, the trouble is that this was not mentioned until years later. There is a hint of contamination here that can't be overlooked. However, it also helps to refute the claim that no one saw anything strange in the area during the abduction.

Another of those who saw something strange that night and was in a position to make observations was Louis Lee. He was a crane operator, working late on October 11. He said that he saw the object over the river at the same time the abductions were taking place. According to the interview conducted by Irene Scott:

I was working at Walker's Shipyard. I saw that UFO object over the river.... I was in a crane.... I was looking at the river and I seen [*sic*] this object and I had never seen anything like this. Here was a mechanic working under the crane ... took my eyes off ... when I looked back from when they were telling me what to do, I looked back, and it was gone....

I was working nights and the UFO come over the Pascagoula River and I don't know how long I looked at it, but I had to stop looking because they were giving me instructions ... but it was kinda like round, like egg-shaped, with blue super silver ray lights ... kind of round, right over the Pascagoula River.... It was kinda of roundish, with blue silver ray lights kind of around it.

There is one other point to be made here. Mick Diamond was the Pascagoula Police Department dispatcher in 1973. In an interview published in Parker's book *Pascagoula—The Story Continues*, he said, "Charlie [Hickson] called me, being y'all was in Gautier [sic] County, I told Charlie to call the Sheriff Department, believe me I took around 50 calls on the phone, not to mention walk-ins at the PD, and I had to type all this word-for-word on my report at the end of my shift, and there was [sic] the ministers [Broadus and Sigalas] that came into the PPD also!"



A number of the people reporting sightings were near the shipyard in Pascagoula, such as the crane operator who saw a UFO hovering over the river.

And another witness who attempted to tell his story in 1973 was finally interviewed. That report, written by Natalie Chambers, appeared in the

Northeast Mississippi Journal on October 21, 2001. The witness, Mike Cataldo, a sailor in the Navy, told the story to the executive officer of his ship and called Keesler Air Force Base. The officer thought he was nuts, and no one at Keesler returned his call.

According to that interview, Cataldo, along with Ted Peralta and Mack Hanna, were on US 90 heading to Ocean Springs. He said: "It was going pretty fast. It went down into a wood area and into the marsh. It hovered over the tree line for maybe a minute. We actually pulled off the road and watched it. As quickly as we saw it, it just vanished."

He said that it looked like a large tambourine with little lights flashing on it. There was still some daylight, so the men got a good look at the object. He said that the UFO was about a half mile away and that it was as big as any American airliner that he had ever seen.

Cataldo said, "I never knew of the Hickson-Parker abduction until days later. It happened on a Thursday, and it was not until the following Sunday that I saw the headline in the morning paper." He wasn't sure that what he and his friends had seen was the same craft, but they were close to the point of the abduction at about the time it was taking place.

In their search for additional witnesses, Parker, Mantle, and Scott interviewed many people who lived in the Pascagoula area at the time. Susan Snow, for example, said she was 19 in 1973 and was out walking her dogs about three or four miles from the Pascagoula River. She saw what she at first thought was an airplane but realized that it was not.

She said that it moved forward and then back, was basically blue in color, and seemed to glow with light all around it. The craft was disc-shaped but was not thick. She said there was a band of lights around it that were red, blue, green, and yellow. These lights divided the object into a top half and a bottom half. She watched it hover for about 30 seconds....

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What has been established here is that there were witnesses that Philip Klass failed to find and failed to mention. He had criticized the story because the abduction had taken place within easy sight of a major highway and another shipyard. Witnesses were found within hours of the abduction and told their stories.

There are others, as noted, who saw something on that night but were reluctant to come forward at the time. All of this renders moot the argument that there should have been other witnesses since they have been found.

Aftermath

As happens with some UFO sightings, especially those that involve a close encounter or an abduction, this event affected the lives of the witnesses long after the aliens were gone. In the days that followed, Parker would make enormous changes in his life, and he later wrote, “This had been one of the worst times in my life and one of the scariest. I don’t let much bother me, but this was something that was out of my control.”

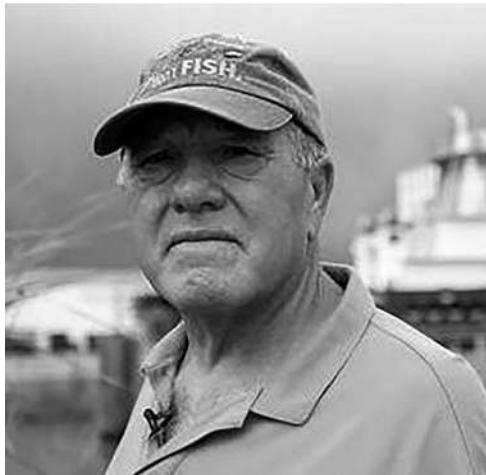
He eventually quit his job in Pascagoula. The ship builders paid him his back wages and then added an extra two weeks’ pay. Parker attempted to return it, but they didn’t want it. He eventually tore up the check.

He returned to Laurel, Mississippi, and eventually found work in the oil industry in which his father and brothers worked. He said that he had taken his work clothes and boots home and then gone to an establishment called John’s Restaurant & Bar. Before he could eat his breakfast, someone there

said that he needed a hand for the day. Parker claimed the job and began his work with Exacter Drilling.

Parker had removed himself from the pressures of his fame in Pascagoula and was happier in his new position and location. He did say that one day a crew from WDAM-TV Channel Seven showed up, wanting an interview. Parker told them that he was busy, but they wouldn't take no for an answer. He finally convinced them to leave.

He called the station manager, who apparently had no sympathy for him, telling him that the crew was just doing their job. I have to say here that this is the one aspect of UFO research that has always bothered me: intruding into affairs that aren't of critical importance to the witness but are for me. I have tried to be aware of this and have always backed off at the first sign that I was making the witness uncomfortable. Too often, there are those who have wrapped themselves in a mantle of importance, thinking their research is more important than a witness's privacy.



The notoriety Calvin Parker received after his abduction became so nerve-wracking that he had a hard time just getting back to living a normal life.

Parker, however, wrote that at this point, about a month after the ordeal, he was having a tough time coping with the abduction. He wrote that he couldn't even go to the store without someone asking a lot of questions. He eventually became so unnerved by this that one day he began to shake uncontrollably. As time passed, it got worse, and late that night, his brother took him to the emergency room. Parker wrote:

A couple of nurses came out with a wheelchair and rolled me inside and began asking the usual questions about who I was, what was wrong and several other questions before rolling me into a corner.... About an hour passed and I still had no help. To me I seemed to be getting worse instead of better. Now I was freezing and shaking and couldn't talk very well either. So, my brother went to the window and asked them how much longer it would be. They told him they would get to me when they got to me. That really pissed me off, so I told him to go home but he refused. I asked my brother to go out to the car to see if he could find my jacket as I was freezing....

When he walked out of the door I got up and I was hell-fire angry at the way I was being treated. I stood up and threw the wheelchair against the desk where it would get their attention. It didn't take a minute when hospital security had me down on the floor and in restraints. Then some doctor showed up and asked what was going on. They told me I was out of control, so he checked me out and gave me some kind of shot that settled me down a little. I told the doctor what had happened and how I had been there over two hours with no one helping me. I heard the doctor; he walked out and chewed them out and said that I was in seriously bad shape and that they should never make anyone wait when in that kind of state. ... The doctor ordered an E.C.G. He gave me a couple of shots, asked me a few questions such as have I been under any stress lately. So, I answered as honest as I could. Finally, all my vitals were back to normal, and I quit shaking. I told him I had to go to work so I couldn't stay and that if I had any problems I would come back.

Parker's life never returned to what we all might think of as normal. The events of October 11, 1973, intruded frequently. He did the best he could, and it wasn't until decades after the event that he began to experience a little normalcy. He began to help Philip Mantle and Irene Scott with their

research, which led to other witnesses and other bits of evidence. That seemed to help him cope with the events.

Charles Hickson died on September 9, 2011, of a heart attack.

Calvin Parker died on August 24, 2023, of cancer.



Rendlesham Forest, England

There is some confusion about the dates and number of the sightings in Rendlesham Forest, England, and one of the witnesses who professed interest in the case and claims personal involvement probably didn't witness anything himself. But there is official and credible documentation for the events, including an audio recording, a solid list of those who did participate based on the Air Force personnel rosters, and a struggle over the medical records of two retired U.S. Air Force NCOs who may have been injured when they approached too close to a UFO.

The events were originally told in bits and pieces, which caused additional confusion. Although civilian researchers learned about those events within days, there wasn't much detail about the sightings. The source's name was not provided, and he named the wing commander, Colonel Gordon Williams, as one of the witnesses. Williams, of course, denied he had been involved other than as the senior officer on the base, listening to what others had encountered. At this point, there wasn't much to be done.

Brenda Butler, who had interviewed the source, didn't believe his story. The trouble was that the event took place over the Christmas holidays, and civilians who lived in the area reported strange activity and told of damage to the tops of trees in the forest. From these few facts, Butler, along with colleagues Dot Street and Jenny Randles, began an investigation. While it seemed the involvement of Williams was not true, there were other facts that suggested something strange had happened.

The Tale as Originally Told

The events that were at the center of the original report began in the early morning hours of December 26, 1980, when then A1C (airman first class) John Burroughs witnessed lights in the Rendlesham Forest where there should have been none. The forest is near the former U.S. Air Force base at Bentwaters in England. These lights were red and blue, the red above the blue, and they were flashing. Following military police protocol, Burroughs called his immediate supervisor, Staff Sergeant Bud Steffens. Both saw the lights from the base, and neither could identify them. The best guess, at that moment, was a civilian plane crash, which meant there could be injured victims.

Together, they left the air base, drove into the forest, and saw a bright white light that looked to be approaching. They couldn't identify the light, and Burroughs, who had been stationed at Bentwaters for some 17 months, was familiar with the lights that were found around the base and what was in the forest. He was puzzled.

They thought they should report what they were seeing and returned to the air base to use the landline, which was more secure than the radios they carried. Civilians couldn't listen in on the landline as they could with radio transmissions. Burroughs talked to Sergeant Mc-Cabe, known as "Crash," who suspected some sort of joke. But Steffens confirmed what Burroughs

had said. McCabe bucked the problem up the chain of command to Staff Sergeant John Coffey, who in turn called Staff Sergeant Jim Penniston.



John Burroughs was an airman first class in 1980, when the U.S. Air Force was using the Royal Air Force base at Woodbridge near Rendlesham Forest. He was the first to report the strange lights and immediately called his supervisor, who also saw them.

Penniston decided to go look for himself. In a vehicle driven by A1C Edward Cabansag, he joined Burroughs and Steffens at what was known as the East Gate. Burroughs and Steffens told Penniston what they had seen and that they had gone out to the forest to search but had turned back. They were still operating under the impression that what they had seen was a civilian aircraft accident.

It was then, according to Nick Pope in the book he wrote with Burroughs and Penniston, *Encounter in Rendlesham Forest*, that Steffens said, “It didn’t crash. It landed.”

Still believing that it was an aircraft accident, even after Steffens’ strange comment, Penniston called the flight chief, Master Sergeant J. D. Chandler. Chandler checked to see if any military aircraft had been lost, but he found that all were accounted for. Instead, he learned that some 15 minutes earlier there had been a radar contact with an object or aircraft that seemed to have disappeared from radar near Woodbridge, a base co-located with

Bentwaters. Penniston asked for backup, and now Chandler decided that he'd go out himself. He was the senior NCO present and would be the one to answer questions from the senior officers in the morning.

Three of them, Penniston, Burroughs, and Cabansag, drove out to the forest. This time, as they entered the forest, they saw blue, red, white, and yellow lights. There is some disagreement among the various witnesses, with Cabansag suggesting that Chandler had already arrived, but the others thought he joined them after they had left the gate and were entering the forest. Such a discrepancy is of little importance today because all of them headed into the forest. It was a matter of precise timing rather than dealing with their observations.

As they moved deeper into the forest, all of the radios malfunctioned. They attempted to set up a radio relay with the men separating so that they could maintain radio contact with the operations center on the base.

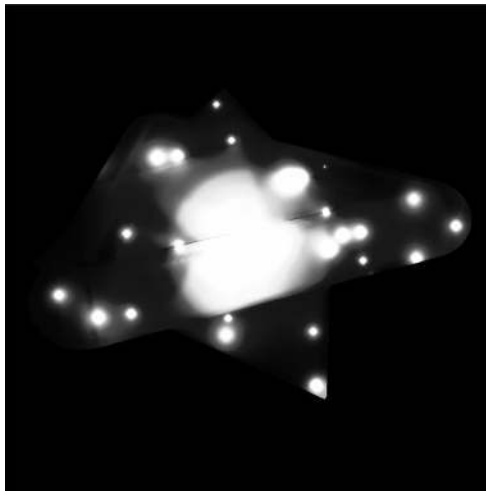


An artist's depiction of the encounter between USAF troops and the pyramid-shaped UFO at Rendlesham.

Burroughs and Penniston pushed deeper into the trees. They said that the air was filled with static electricity and that their hair was standing on end, suggestive of some sort of electromagnetic effect. They found it difficult to walk, but they could see the lights ahead of them. They pressed on, even in the face of those strange effects and the seemingly unseen pressure to keep them away.

That idea was reenforced when Penniston said that as they approached the craft, their radios started to act up. He told Cabansag to stay there so that he might relay their transmissions to the base as he and Burroughs worked their way deeper into the forest.

They continued toward a clearing that was brightly lit, and as they neared it, there was an “explosion” of light. Both men dropped to the ground, but seeing nothing dangerous, Penniston stood up. He saw that Burroughs was engulfed in light, and the ball of light that had been in front of him faded until he saw there was a craft in the clearing.



A digital recreation of the explosion of light that occurred during the encounter with the pyramidal craft.

According to Pope in *Encounter in Rendlesham Forest*, “Penniston took stock of the situation. In the clearing was a small, metallic craft. It was about three meters [11 feet] high and maybe three meters across at the base. The craft was roughly rectangular in shape and appeared to be either hovering just above the ground or perhaps resting on legs at each edge of

the object, as if it was on a tripod.... It had a bank of blue lights on its side and a bright white light on the top.”

Penniston inched forward and touched the object. According to Penniston in several later interviews, the surface of the object was smooth, like glass. He could detect no seams or imperfections. There were some symbols on the object, and they were rough, or as he said, “like running my fingers over sandpaper.”

As he touched the symbols, the white light at the top of the object flashed brightly, temporarily blinding him. When he let go, the light dimmed, and the feeling of panic that had nearly overwhelmed him lessened. It was at this time that the craft began to lift off, maneuvering carefully to avoid the trees. Once clear, it shot up into the night sky.

That was what Penniston initially reported. The important points were that he had seen some sort of symbology on the craft and that when he touched it, it lifted off. The encounter, according to what he believed at the time, was short-lived.

Burroughs, who had remained behind Penniston, was confused about exactly what had happened and would later suggest that he was “in the light” while Penniston was examining the craft. Once the object had taken off, they tried to spot it and reported more lights but were unsure if it was the same object. They thought it might land again, but that didn’t happen.

Eventually, Burroughs and Penniston headed back and crossed the clearing where the UFO had been sitting. On the ground, they found indentations that suggested something heavy had been resting there. These indentations seemed to form an equilateral triangle, but they weren’t very big and weren’t very deep.

They left the clearing and found Cabansag, Chandler, and other members of the security team waiting for them. They all returned to the base and learned they had been gone longer than they thought. Their shift was nearly over, and they had to turn in their weapons, fill out the paperwork, and undergo a shift-change briefing with the incoming team. As the others asked what had happened in the clearing, Penniston and Burroughs simply

wanted to get off duty and get to bed. They didn't want to talk about what they had seen out in the forest.

At the time of the events, Lieutenant Colonel (later Colonel) Charles Halt was the deputy base commander. He learned of the events when he reported for work that morning. He heard the story of the lights in the woods, but he was reluctant to label them as UFOs or anything else. Instead, he opted for the less pejorative "unexplained lights." And since the events were unusual, he said that the various police and security logs should reflect that information in the interest of accuracy.

Sometime on the morning of December 26, Major Edward Drury, who was deputy squadron commander, and Captain Mike Verrano, the on-duty shift commander, interviewed both Penniston and Burroughs before they left for their quarters. Had it not been for the radar report of the night before, neither officer would have thought much of the story. The radar returns were a type of independent corroboration that something real had happened. The two officers decided to inspect the clearing and landing area, taking Burroughs and Penniston with them. They also took along Senior Master Sergeant Ray Gulyas to make the measurements.



(Left to right) Nick Pope, Jim Penniston, and John Burroughs

They followed the same route that had been used the night before, first in vehicles and then on foot. It didn't take long for Burroughs to find the indentations he'd seen. Penniston briefed the officers about what he had seen and done, though that briefing was not as detailed as it could have

been. He also photographed the damaged trees and the indentations. It was only later that both men would remember in greater detail what happened to them as others began to probe for more information.

Once they had surveyed the site and gathered the information, they returned to the base. Later than usual, Burroughs and Penniston signed off duty. However, Drury and Verrano were ordered back into the field with English police officers to search the area once again.

During that day, as information about the sighting made its way up the chain of command, Halt decided he needed to interview those who had been involved. He also said that he was going out to look for evidence. Everyone seemed to accept the idea that the airmen had seen something strange in the woods, especially when they learned about the radar reports. No one was sure what it might have been, but something had been out there.

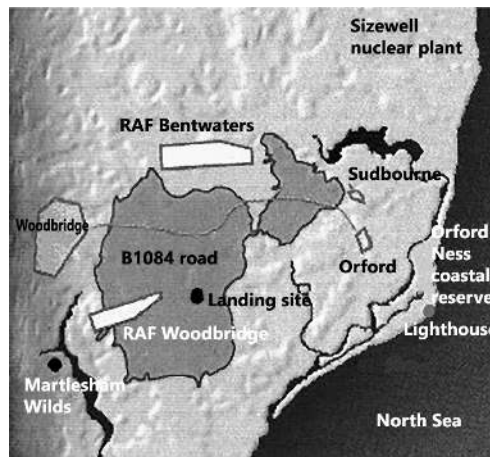
All this is somewhat confusing because there are various chains of command as well as various law enforcement organizations involved. Not only that, but the bases, while designated as Royal Air Force (RAF), belonged to the USAF. The law enforcement functions and Status of Forces agreement allowed the Americans to work off base, and there were English police involved in some of it. Finally, there were two national governments that would eventually get involved, both seeming to want to hand the problem off to the other. Both realized what a hot potato the sighting could become.

Penniston wrote for Leslie Kean in her book *UFOs, Generals and Government Officials* that he had taken Burroughs home and returned to the landing site alone. He wrote:

The information acquired during the investigation was reported through military channels, and my team and witnesses were told to treat the investigation as Top Secret. No further discussion was allowed. We were debriefed by First Lieutenant Fred Buran, on-duty shift commander at CSC; Master Sergeant J. D. Chandler, flight; and day shift commander Captain Mike Verrano [*sic*]..... I went back to the base photo lab, since I was the

one who filled out the work order for the development of two rolls of 35 mm film taken of the craft and landing site. I was told that the photos were overexposed or fogged, and that none of them had come out. However, Senior Master Sergeant Ray Gulyas took six photographs of the site forty-eight hours after the event, which he developed off base and which survived; two of them show a British police officer and Captain Verano examining the site, and the three indentations are clearly marked with upright sticks.

While the original two rolls of film seem to have been lost through negligence, official confiscation, or some other problem, at least there were other, less-impressive photos that survived. Given what would be reported later, which includes the intervention of the Air Force Office of Special Investigations, it seems the first photos are now part of a classified file.



This map shows the location of the landing site with respect to RAF Woodbridge and Rendlesham Forest.

The Second Night?

Almost from the beginning of the story, there had been confusion about how many nights were involved. Some said two, and some said three. Larry Warren talked about three nights, but his observations were suspect. Halt might have cleared up some of this in his massive book about the case, *The Halt Perspective*.

The first of the encounters was early in the morning of December 26, sometime before dawn. By sunrise, the airmen had retreated from the forest and were back on the base. They were involved in debriefings and meetings with the command structure to explain what had happened.

From what I can deduce, there were further sightings on December 26, but these happened the following evening. Lieutenant Bonnie Tamplin, who was the security force shift commander, and members of her team had their own encounters in the forest.

According to Pope in his book *Encounter in Rendlesham Forest*:

He [a law enforcement sergeant identified as O'Brien] explained that there had been a further UFO sighting on the night of December 26, involving personnel from D-Flight: Lori Buoen and the desk sergeant, John Tremontozzi. Buoen had seen a fiery red/orange object descend slowly into the forest. She reported that it had been surrounded by an eerie blue/white corona. When Tremontozzi and other D-Flight personnel arrived, they saw red, green, and white lights in the forest. The lights would appear at one spot, disappear, and then reappear at another point. ... Tamplin ... together with Master Sergeant Bobby Ball, went to investigate. At one point the Jeep that Tamplin was driving had been struck by light beams and a blue light raced through the vehicle. All the power went off and the vehicle stalled and died. Buoen and Tremontozzi had been following the developments on their radio and heard Tamplin call out, "Bob, Bob, where are you? I can't see anything." Buoen recalled the fear: "She was so scared—and this was our lieutenant!"



An author and lecturer who has appeared frequently on the History Channel's Ancient Aliens series, Nick Pope worked for the Ministry of Defence, investigating UFOs from 1985 to 2006.

Halt, in his book, provided some additional details about that part of the events. He wrote:

This incident was brought to the attention of personnel in 'D' Flight, including Sergeant John Trementozzi, who made their way into the forest in time to see red, green, and white lights, which would appear at one location, and then reappear at another point, indicating some sort of UFO display was taking place rather than anything orchestrated by human hands. However, this can only be speculation. In addition to this, Lorie [sic] remembers a radio conversation held between security Police Lt. Bonnie Tamplin, Master Sergeant Bobby Ball, and others, talking on air during the same shift.

"From the way in which radio protocol was broken, they were frightened and calling each other by first names, such as 'Bob Bob', where are you? I remember wishing I had brought a cassette tape, so I could have recorded it. I found out that Bonnie had gone out into the woods to see what the lights were and her vehicle quit running. Some kind of blue light flew through her vehicle. She totally lost

her composure and was so upset they sent her home for the evening.” [italics in the original]

She was not the only one; apparently Bobby Ball was also subject to some stress as a result of his experience—enough to seek medical assistance from a local hospital.

What this information does is clarify the two-night/three-night confusion. It comes from the first sightings happening in the early morning and the second in late in the evening of that same day.

The Third Night?

Here is where some of the confusion was introduced. Many of those involved in the events and the base command structure were at an award dinner. Both the base commander, Colonel Ted Conrad, and Charles Halt were there. During that ceremony, Lieutenant Bruce Englund, who was the on-duty shift commander, arrived, pulled Halt aside, and said, “It’s back.”

“What’s back?” asked Halt.

“The UFO is back, sir.”

Halt conferred with Conrad, and for whatever reason, Conrad ordered Halt into the field. Halt authorized an investigation into these new sightings of the unexplained lights. It meant that the men would again leave the base and would again search through the Rendlesham Forest for signs of the lights.

Something appeared to be hovering over a carpet of yellow debris in the forest. There was a red light on top and a series of blue lights around the middle. There also seemed to be some kind of electrical field that was affecting the men and the animals in the forest.

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This time they radioed the base for more instructions. Halt, who had returned to the base, told the men to wait at the edge of the forest. He said, "I'm on my way with more people."

It was just after midnight, and Halt, with the additional manpower, had arrived on the scene. They had several vehicles with them, and this included the "light-alls," which are large, independent lights used in the field to light aircraft and other equipment for maintenance or any other purpose that required a great deal of light at night. Technically, what was used at Rendlesham Forest was an NF-2 light cart. These were originally parked on a road close to the forest.

Halt ordered the lights erected, but there were various problems and malfunctions. Rather than use the trucks to pull the lights into the forest, they had to manhandle them because of the terrain. As they were set up near the area where the triangular indentations had been found, the lights would switch on and then back off seemingly by themselves. There was no reason found for these malfunctions, though Halt believed that they were low on fuel. I note here that there are hundreds of UFO cases in which electromagnetic effects have been reported to interfere with electrical fields, causing them to fail, including car engines, radios, televisions, and in a couple of cases, radio stations that were knocked off the air.

The men were spread out through the forest, searching for anything that could explain the lights seen earlier. As they moved deeper into the trees, Halt began to record his thoughts and observations on a small, handheld tape recorder. It was Halt's habit to use the recorder in his job as the deputy base commander. Other voices, adding to that perspective, can be heard in the background on the tape. That would become helpful in verifying which airmen were near Halt and provide a way of eliminating the tales told by others.

At 1:48 A.M., the first voice heard said, “We’re hearing strange sounds out of the farmer’s barnyard animals. They’re very, very active, making an awful lot of noise.... You just saw a light?”

Another voice said, “Right on this position. Here, straight ahead in between the trees ... there it is again. Watch. Straight ahead off my flashlight, sir. There it is.”

Halt then said, “I see it too. What is it?”

“We don’t know, sir.”

“It’s a strange, small red light. Looks to be maybe a quarter to a half mile, maybe farther out,” said Halt. “I’m gonna switch off. The light is gone now. It was approximately 120 degrees from our site. It is back again?”

“Yes, sir.”

Then someone else said, “Well, douse the flashlights then. Let’s go back to the edge of the clearing so we can get a better look at it. See if you can get a better look at it. See if you can get the star[light] scope on it.” (The starlight scope is an image-enhancing device that uses the available ambient light to illuminate an area.) “The light’s still there and all the barnyard animals have gone quiet now. We’re heading about 110, 120 degrees from the site out through the clearing now, still getting a reading on the [Geiger counter] meter.... We’re about 150 or 200 yards from the site. Everywhere else is just deadly calm. There is no doubt about it. There’s some type of strange flashing red light ahead.”

“Sir. It’s yellow.”

Halt said, “I saw a yellow tinge in it too. Weird. It appears to be maybe moving a little bit this way. It’s brighter than it has been. It’s coming this way. It is definitely coming this way. Pieces of it are shooting off. There is no doubt about it. This is weird.”

“Two lights,” said someone. “One to the right and one light to the left.”

“Keep your flashlights off,” ordered Halt. “There’s something very, very strange. Keep the headset on. See if it gets any ... pieces falling off it

again.”

“It just moved to the right.”

Another voice said, “Yeah. Strange. Let’s approach to the edge of the woods up there. Okay, we’re looking at the thing. We’re probably about two to three hundred yards away. It looks like an eye winking at you. Still moving from side to side. And when you put the star[light] scope on it, it’s like this thing has a hollow center, a dark center, like the pupil of an eye looking at you, winking. And it flashes so bright in the star[light] scope that it almost burns your eye.... We’ve passed the farmer’s house and across into the next field and now we have multiple sightings of up to five lights with a similar shape and all, but they seem to be steady now rather than a pulsating or glow with a red flash. We’ve just crossed a creek and we’re getting what kind of [Geiger counter] readings now? We’re getting three good clicks on the meter and we’re seeing strange lights in the sky.”

The next time-check on the tape is at 2:44 A.M. Halt said, “We’re at the far side of the second farmer’s field and made [a] sighting again about 110 degrees. This looks like it’s clear off to the coast. It’s right on the horizon. Moves about a bit and flashes from time to time. Still steady or red in color. Also, after negative readings in the center of the field we’re picking up slight readings. Four or five clicks now, on the meter.”

About 21 minutes later, Halt added, “We see strange strobe-like flashes ... well, they’re sporadic, but there’s definitely some kind of phenomenon.... At about ten degrees, horizon, directly north, we’ve got two strange objects ... half-moon shape, dancing about with colored lights on them [that I’d] guess to be about five to ten miles out, maybe less. The half-moons are now turning full circles, as though there was an eclipse or something there, for a minute or two.”

Ten minutes later, at 3:15 A.M., Halt added, “Now we’ve got an object about ten degrees directly south, ten degrees off the horizon. And the ones to the north are moving. One’s moving away from us.”

Someone corroborated Halt’s observation, saying clearly, “It’s moving out fast.”

A third man said, “They’re both heading north. Okay, here he comes from the south. He’s coming toward us now. Now we’re observing what appears to be a beam coming down to the ground. This is unreal.”

Fifteen minutes later, Halt said, “One object still hovering over Woodbridge base at about five or ten degrees off the horizon. Still moving erratic and similar lights and beaming down.”

This was the essence of what Halt recorded, and for years, everyone thought that Halt had released all the tape he had recorded.

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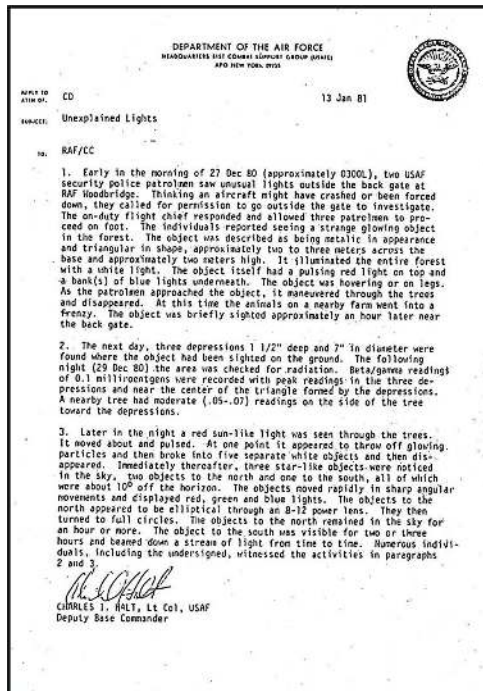
This was the essence of what Halt recorded, and for years, everyone thought that Halt had released all the tape he had recorded. However, according to Nick Pope in *Encounter in Rendlesham Forest*, “In late 1999 Charles Halt told author and investigative journalist Georgina Bruni that he had four or five hours of tape—unlike the 18 minutes in the public domain—nobody would be allowed to hear. When she pressed him for details of what was on these tapes and why the material couldn’t be made available, Halt refused to elaborate.”

But there is more evidence. An audiotape of witnesses talking about strange lights in the forest near the base, of course, makes this an intriguing case. It isn’t very often that a senior Air Force officer makes a recording as he’s chasing unidentified lights and objects through the woods near a NATO base where nuclear weapons are stored. But this isn’t the end of it. About two weeks after the event, Halt sent a letter to the Royal Air Force commander detailing the events of the day. It said:

1. Early in the morning of 27 Dec 80 (approximately 0300L [meaning three o’clock in the morning, local time]), two USAF security police patrolmen saw unusual lights outside the back gate [also known as the

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

2. The next day, three depressions 1½" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/Gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05–.07) readings on the side of the tree toward the depressions.
3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsated. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10 [degrees] off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through the 8–12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two to three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned [Lieutenant Colonel Halt] witnessed the activities in paragraphs two and three.



Lt. Col. Charles Halt's January 13, 1981, memo to the British Ministry of Defence describes the encounter with the UFO that lit up the forest before disappearing into the night.

Here we have the statement of a senior officer, made through official channels to the Royal Air Force commander. It described events that are difficult to put into a mundane framework. That they have been documented in an official letter is also quite important. While it does not say that the lights or object were of alien construction, it does confirm the events as they transpired and suggests that there are multiple witnesses and physical evidence. There is no suggestion in the letter that anyone was injured by a close approach to the object, whatever it was.

The Story Leaks into the Public Arena

Within days of Halt and his team walking out into the woods, the story of the encounters was leaked to the public. According to Jerome Clark in the second edition of his *UFO Encyclopedia*, Butler was the first civilian outside of the local police to learn of the events. Clark wrote:

In January 1981 an American airman confided to Butler that six nights before, on December 27, a UFO experiencing mechanical difficulties had come down in Rendlesham Forest.... Her informant, on security patrol at the time, was called to the scene, where he witnessed—he claimed—not only a disc-shaped craft but a meeting between Base Commander Gordon Williams [he was the wing commander] and the UFO occupants.

The problem here is that we don't know the name of the airman, but that doesn't matter. There has never been any evidence that Williams had seen anything unusual, and he certainly had not been in communication with an alien flight crew. Butler thought the tale too wild, but in the weeks that followed, she learned that something strange had happened out in Rendlesham Forest in December 1980. She also learned that residents of the area had seen peculiar activity of strange lights that hovered over the forest, the tops of trees were damaged, some animals had reacted to something, and the deaths of other animals had gone unexplained. That doesn't cover the presence of military personnel in the woods at the time of the sightings.

However strange were the stories of the wing commander communicating with aliens and strange lights being seen in the forest, they didn't prove much of anything at all. Butler, along with Dot Street and Jenny Randles, launched an investigation. It didn't garner attention. Randles wrote in the fall 2000 issue of the *International UFO Reporter* that she “wrote a short item that gathered the scattered tales about the case for *Flying Saucer Review* in March 1981 when my two local colleagues, Brenda Butler and Dot Street, had very little to go on.”

Randles said that they spent two years fighting an uphill battle with nearly everyone, even their colleagues in the UFO field, to get them to listen to what they were learning.

Randles said that they spent two years fighting an uphill battle with nearly everyone, even their colleagues in the UFO field, to get them to listen to what they were learning. They also fought with the British government to admit something had happened but received nothing but denials and evasions.

The case, probably because it happened in Great Britain and involved American military personnel who were ordered not to talk about it, lay dormant for two years. This began to change in 1982 when an airman who was stationed on the base and was part of the security team began to talk. He mentioned to two abductees with whom he was communicating that he had been sent home from Bentwaters because he told his mother he had been involved in a major alien contact at the base.

At that same time, Barry Greenwood and Larry Fawcett were writing *Clear Intent*, which featured testimony and documentation about military encounters with UFOs. Greenwood read Randles's article in the *Flying Saucer Review*, and that inspired him to file Freedom of Information Act (FOIA) requests. He used what would be called whistleblower testimony from an airman who had been given the pseudonym of Art Wallace but was later identified as Larry Warren.

Around April 1983, Donald Moreland, a British man who had worked with the Americans officially, supervising their renting of the bases from the British government, was retiring and wanted to set the record straight. He confirmed the tale as published in *Omni*, and immediately after that, the Ministry of Defence (MoD) told Randles that there had been unidentified lights in Rendlesham Forest. This verified the report made by Halt and the testimony by others that something strange had been seen on December 8. Some credit has to be given to Warren for getting the information into the hands of civilian UFO investigators, inspiring their search for answers.

Now that there was an eyewitness, or, rather, a participant in the events, and that the British MoD had confirmed the sightings, the U.S.-based Citizens Against UFO Secrecy (CAUS) filed a FOIA request. The Halt letter was finally released. The letter was signed by Halt, and the copy provided to CAUS was from an official government source. There was no reason to dismiss it as a hoax or a forgery.

Randles, Street, and Butler took their copy of the letter to the MoD in August 1983. After an interrogation of the three, the MoD confirmed the authenticity of the letter. Within two months, according to Randles, the British media discovered the existence of the Halt letter, and it became front-page news. The story of the encounter in Rendlesham Forest had moved from a poor rumor shared among rather low-ranking airmen or only of interest to tabloids to a mainstream story that was causing an uproar.

Skeptics Began Their Investigation S

Skeptics quickly dismissed all these sightings and evidence located in the forest as various misinterpretations of man-made objects or natural phenomena. The lights seen were either low-hanging stars seen through a thick atmosphere that gave them a strange appearance or the flashing beacon of a lighthouse some miles away. It wasn't explained why that beacon hadn't caused confusion for the airmen on other occasions.



This is a photo of the supposed landing site of the UFO at Rendlesham Forest. Skeptics asserted that the holes arranged in a triangle were not evidence of landing gear but were, instead, merely rabbit holes.

The holes that were, according to Penniston, a perfect triangle were identified by the skeptics as rabbit burrows. The radiation found at the site was normal background radiation and nothing more, again according to the skeptics.

Those who had seen something strange on the second night were confused and excited by the discussions held during the day. Lights that had been there for years but unnoticed were now interpreted as a craft from another world. The skeptics were satisfied with their explanations.

The skeptics continued their research. On January 6, 2009, Brian Dunning provided his perspective on the case. He began his post: “The Sci-Fi Channel calls it the most comprehensive cover-up in the history of Britain. It’s often called the most important UFO incident of the 20th century.”

He added that the tale “is really something, isn’t it?” He pointed out that the documentation is comprised of “mainly Col. Halt’s audio recording and the signed memo,” which I have referred to as the letter. Given that, Dunning decided to begin with the null hypothesis. Nothing extraordinary had

happened. His plan was to see whether he could find a terrestrial or natural answer for each of the events.

Of the sightings on the night of December 25, there were literally hundreds of people who reported UFOs all over southern England. Dunning was suggesting that these reports of UFOs were the result of a night that was “one of the best on record for dramatic meteors” when, among other events, “at 9 P.M., the upper stage of a Russian rocket that launched the Cosmos 749 satellite re-entered and broke up.” These sightings were not part of the Rendlesham Forest events reported by Air Force personnel.

His conclusion is that the sightings were consistent with the known meteor activity, and that explains the UFO sightings. The trouble here is there were radar reports of an object in the area. While it is true that meteors can be seen by radar, the operators reported inconsistent speeds and speeds far below those of meteors. The radar sighting was one of the reasons that the senior officers took the sightings from Rendlesham Forest seriously. Dunning dismisses all the sightings, but the Soviet rocket reentry and meteors don’t cover everything seen that night.

Dunning is then concerned with the reports made by Penniston, Burroughs, and Cabansag. Dunning reports that the men stayed together, but their reports are “dramatically different.” He mentions, specifically, one of Penniston’s illustrations that shows the object “partially obscured by trees and well off in the distance.”

However, as noted earlier in *Encounter in Rendlesham Forest*, “Penniston took stock of the situation. In the clearing was a small, metallic craft. It was about three meters [11 feet] high and maybe three meters across at the base. The craft was roughly rectangular in shape and appeared to be either hovering just above the ground or perhaps resting on legs at each edge of the object, as if it was on a tripod.”

He approached much closer to the object, suggesting it was something more substantial than lights seen in the distance. Dunning notes that later, in the Sci-Fi Channel documentary, Penniston’s story had expanded to include a 45-minute walk around of the object, during which he took a whole roll of photographs of the object. Dunning concludes this is a clear fabrication.

However, there is a time discrepancy between what Penniston and Burroughs said about their length of time in the forest and those who had not accompanied them. When they returned, they were told they had been gone longer than they thought.

During my interview with Charles Halt, we did talk about the photographs. Halt told me that Penniston's photos were sent to a higher headquarters in Germany. Penniston had been told that the film was fogged, and he never saw the pictures. Dunning postulates that this was an expansion in the tale that can be ignored, but the detail was confirmed by Halt.

Rather than refute many of the points raised by Dunning, I'll note that nearly all the witnesses involved here reported seeing the lighthouse in the distance. It was separate from the lights in the forest. This means that it is difficult to believe that the security police, the other airmen and NCOs, and the officers at the Bentwaters base would be fooled by something as mundane as a flashing light from a lighthouse. It is difficult to believe that they wouldn't have seen that same light the next night and the night after that and that someone wouldn't have followed the light to its source. It is difficult to believe that a high-ranking officer would then write a letter to be passed up the chain of command describing the incident without first determining if the lighthouse might not have been the source of the light.



The Orfordness Lighthouse is located miles from where the UFO was spotted. At such a distance, it is unlikely that trained Air Force officers would mistake its light as coming from any kind of aircraft.

Looking at the statements of several of the witnesses also makes the lighthouse explanation weak. Halt said that they could see the lighthouse as well as the lights in the forest. Lori Buoen, who was involved on the “second night,” said, “About six miles straight east was the Orford Ness [sic] Lighthouse.”

These skeptical answers simply do not satisfy. That doesn’t mean that there was an alien craft in the area; it simply means that the skeptics have not solved the case. Furthermore, to accept their explanations, it is necessary to overlook some of the facts.

The men involved, particularly Burroughs and Penniston, got a very good look at the light in the clearing. Penniston said that he touched it. He was that close to it, and if we accept that, then those other explanations are eliminated. There is no reason to reject what Penniston had to say about it, and there is evidence that his close approach, like that of Burroughs, resulted in physiological injury.

None of this, however, came out in the first round of investigations into the case. There were other issues that got in the way, not the least of which was the claim that some of the interrogations of the witnesses by military authorities had been heavy-handed.

The most frightening part of this section is that Penniston was having serious heart issues and that his doctor needed to see his military medical records. They contacted an attorney, Pat Frascogna, and Senator Jon Kyl, who attempted to help. According to what Penniston wrote in *Encounter in Rendlesham Forest*, “Senator Kyl’s first attempt to get my records was denied by the US VA [Veterans Administration]. They told him that I [Penniston] needed to file a VA claim for disability, and then came the most stunning part of the letter; they told him they felt my records could be located in the VA classified-records and that if they were, it would be up to the USAF to release those records to the Senator and my doctor for treatment or even allow the VA to treat me.”



Senator Jon Kyl of Arizona was enlisted by Penniston to help him apply for benefits through the Veterans Administration for his apparent injuries due to exposure to whatever he had encountered in the forest.

This establishes that Penniston suffered serious injury because of his close approach to the UFO. John Burroughs also suffered from a variety of maladies because of the incident in the forest. Both men have used various means to gain access to their records and initially failed. This indirectly establishes that something they came into contact with on those nights had affected their health, and because of the nature of the event, the U.S. government seemed to believe that it was more important to keep that incident buried in a fog of denial than to treat the service members who were injured. Burroughs was eventually certified as 100 percent disabled because of the events in the forest. This might be the first time that a service member was labeled as disabled due to his approach to a UFO.

Aliens in the Forest

Larry Warren's contribution sparked controversy. According to Nick Pope in his book, Warren was ordered off his regular duties during that third

event and joined a group whose job it was to take the light-alls into the forest. He wrote:

Warren then remembers that they dismounted from the vehicles, made their way through the forest, emerged into a farmer's field. There, he says that there was an illuminated patch of mist or fog that seemed to pulsate, as if there was an indistinct object of some sort present.... At this point he says that he heard a voice over the radio say, 'Here it comes—here it comes,' at which point a small red ball of light came in at high speed from the direction of the coast and hovered above the illuminated area of the field. The red ball exploded with a flash that was so bright, it hurt his eyes. When he looked again, the ball of light and illuminated area disappeared and in its place was a structured craft, perhaps thirty feet across and twenty feet high. The object was roughly pyramid shaped, pearl white in color with some blue lights on the underside. It was translucent and Warren says that he saw indistinct figures inside which appeared to be floating....

Warren goes on to claim that at this point a senior officer, possibly Halt but more likely Williams, stepped forward and began to speak to the figures, normally or possibly telepathically—he wasn't close enough to be sure.

When he was about 10 feet away, Warren's eyes began to water—at which point the officer ordered him and the others back to their original positions.

Halt, in his book, provides a slightly different point of view. He describes the pyramidal-shaped machine "showing an off-red glow on the top, with a pearl white body, creating a rainbow effect, and a base of bright blue cobalt lights, and what looked like boxes, pipes, and strange extensions, covering its surface."

Halt goes on to say that an officer approached Adrian Bustinza and Warren, ordering them to walk with him close to the object. When he was about 10 feet away, Warren's eyes began to water—at which point the officer ordered him and the others back to their original positions.

The interesting part of the story is that a staff car arrived with Colonel Williams and other officers, some wearing civilian clothes. Then, according to Halt, “A glowing ball of bluish gold light moved slowly, with apparent purpose, from behind the right ‘delta’ of the object and came to a halt about ten feet away from the ‘machine,’ [allowing] me to see in the glow what looked like kids.”

We have now reached a point where we have moved beyond a strange set of lights seen in the distance to a structured craft and to a point where there are reports of some sort of alien crew. Halt, in a section entitled “Entities Seen,” describes that situation:

It then split into three separate glowing cylinders, each containing what appeared to be a living creature that I would describe as small, 3–4 feet high, ghost-like in appearance, showing large heads, with black eyes, wearing bright silvery clothing. Oddly, I never felt frightened while watching the drama unfurl in front of me. Colonel Williams approached them slowly and stood looking down at them. They cocked their heads at him, and I felt the impression they were communicating with him in some way; suddenly behind us, a loud noise was heard—as if something heavy, like a tree, had fallen—immediately the entities moved their arms up to the front of their chests and floated backwards to almost under the craft, before slowly returning back towards Williams, who turned towards another officer and handed him something I was unable to make out.

Although it is not clear who was relating this information to Halt, it appears to have been Warren. Halt wrote that Larry Warren and his comrades were ordered to return to the trucks, and he—and I believe that is Warren—

looked back at the object, and the entities still there engaging in communication with Williams.

Warren's tale here almost stands alone. Halt wrote about other entity sightings in the area at the time, but the witnesses were not part of the party in the woods.



Peter Robbins, who cowrote Left at East Gate with Larry Warren, later discredited Warren and repudiated the book itself.

At this point, it is necessary to note that Warren's involvement has been discredited. Peter Robbins, Warren's coauthor in the book *Left at East Gate*, has repudiated the book because of Warren's lack of candor and the suggestion by Halt that Warren had actually been in the barracks rather than in the field that night.

Debriefing
or
Interrogation
?

I'm not sure if it was Warren who originally claimed that people were messed with or if others had mentioned it first. At this point, it doesn't matter because evidence has surfaced that many of those involved in chasing the lights in Rendlesham Forest on those nights in December were interrogated in special sessions held by men who came in on a special flight from Langley Air Force Base. They set up shop in the Office of Special Investigations building on the base, according to what Halt told me during one of my interviews with him.

During an earlier conversation with Halt, Warren said that it "sounds like a lot of minds were jerked around with then." Given comments from some of the others, Warren might not be far from the truth. There is a growing body of evidence that once the events were over, those who had participated were subjected to some sort of interrogations that left them with few conscious memories of what happened.

There is evidence that within days, if not hours, of the events, strangers appeared on the base. Halt, in his book, published a segment entitled "Unscheduled Galaxy C5 Landing at Airbase." There is a note that said, "An alleged conversation took place between Graham Birdsall and Colonel Halt in 1995." But it was published with little commentary about that aircraft. That segment said:

During the height of the UFO activity off base, an unmarked aircraft made an unscheduled landing at RAF Woodbridge. I was puzzled when the aircraft came to a stop at the end of the runway, rather than into a parking slot. I set off in a jeep and drove towards the aircraft. As I approached, I saw numerous figures in white coveralls emerging from the aircraft and making their way towards the adjoining forest. Armed guards were positioned around the Galaxy. These wore no insignia to identify unit or rank. I spoke with one of the guards, who told me as I did not have the proper clearance I would have to leave the scene—which I did. Following that plane's arrival, unmarked helicopters were also seen over the landing site during the following days.

I would deny this conversation—You have to keep in mind this was a foreign country to us. We had no authority here whatsoever, but I can assure you if it were in the US, we'd have had to place cordoned off with Military Police.... I believe there are agencies within my Government and at least one in your government who are actively working towards that. It's simple, if you do talk you could disappear—it's that serious.

During an interview conducted on the radio show *A Different Perspective*, Halt said that Warren was interrogated, drugged, and hypnotized. He was probably made a patsy, as if those who had flown in created a situation where he became an instrument of disinformation. At the same time, Halt suggested that Burroughs and Penniston, along with three others, were interrogated professionally.

He expanded on that thought. Halt said that he was not interrogated, hinting it was because he knew the senior officers involved in those interrogations. I asked him if he knew who conducted the interrogations. He hinted around, saying that the agency started with a C and ended with an A. According to Halt, he learned all this years later.

Jim Penniston, who apparently came closer to the object than anyone except Burroughs, told the former members of Congress at the citizen hearing in May 2013 that he had undergone an interrogation. Those were his words about it. He said he had been questioned by two men he didn't know and they had administered sodium pentothal.

This was clarified in the publication of the 2014 book *Encounter in Rendlesham Forest*. Penniston wrote in chapter 19, "Final Thoughts from John Burroughs and Jim Penniston":

I have had difficulty with what I saw and was exposed to out there that night. Within weeks after the incident, I was being treated for new ailments I had not had before: vertigo, headaches, and then memory issues and unknown infections: all treatable but always reoccurring.

This establishes that Penniston had reported to the military doctors that he was having some health problems that were probably related to the events in the forest. Even if a direct connection couldn't be established, the injuries happened while on active duty and should have been covered by the military at the time and their healthcare providers after discharge. There was an obligation by the government to pay for the treatment. Of course, with the military medical records missing, there was no obligation to pay the costs because it couldn't be established that the injuries had been sustained while on duty. That was the point, of course—to disprove that Penniston had been injured by his close approach to the UFO.

That's not all. Warren had suggested some kind of interrogation had taken place, and now, both at the citizen hearing in 2013 and in the 2014 book, Penniston was confirming that. He wrote:

I often think, so if my memory was messed with, then the obvious question is why? ... I am sure that information could have been extracted under drugs or in other parts of the interrogation, as described in my one and only hypnosis session.... When I was taken into the building for debriefing and sodium pentothal, the agents revealed nothing.... I do take medication that curtails the nightmares and flashbacks from the night.

As he attempted to get treatment for medical problems that happened while on active duty, John Burroughs was told that his civilian doctors had been told that there were no records of his service between 1979 and 1982. While many former members of the military have difficulty in retrieving records, it is interesting that Burroughs' records have completely disappeared covering the critical period.

Halt provided corroboration for this in interviews I conducted in 2017 and 2019. I wanted to know more about the rumors of interrogations that might have involved mind-altering drugs and hypnotic regression. Both of those procedures could alter a person's memory by introducing false and misleading information. Interestingly, Halt also suggested that Warren had undergone an intense interrogation as well, but this was because of his

telling stories about what he had seen and done and not his actual participation in the events.

Warren did provide descriptions about what had transpired during those sessions, and although he wasn't part of sightings in the forest, he had caused enough trouble by spreading tales that Halt said that both he and his girlfriend had been interrogated. So, in the end, Warren did have a role in the investigations.

In an interview that I conducted with John Burroughs, he said that the interrogators used hypnosis. Later, in 1985, Burroughs did undergo hypnotic regression but not by members of the military or the government. This was done by civilians attempting to uncover memories he might have suppressed because of the trauma of the encounter with both the object in the forest and the government investigators.

There is clear evidence that interrogations, as opposed to normal debriefings, were conducted. They involved the use of chemicals, hypnosis, and even less offensive discussions. With the use of chemicals and hypnosis, it is possible to order the subjects not to remember what they had just been through. Anyone who has had surgery in the last 10 or 20 years knows that some forms of anesthesia can erase the memory.

Penniston also said that he was called in for interrogations in the years that followed the initial events. I have been unable to find out much more about these interrogations. Halt wrote in his book, "Sodium thiopental—also known as Sodium Pentothal, a rapid-onset short-acting barbiturate general anesthetic, is still used in some places as a truth serum to weaken the resolve of the subject and make them more compliant to pressure."

What this tells us is that several of the people involved in the events were subjected to these interrogations. Halt made it clear, when I spoke with him, that the interrogations took place. There is no doubt about that.

Aftermath

Larry Warren, who had a hand in starting the serious investigations into the events at Rendlesham Forest and who was considered by some in the media and the UFO community as the most important witness, apparently hadn't been directly involved in the sightings in the forest. According to what Colonel Halt told me, he had picked up the information in barracks talk. The airmen involved included those who had not gone into the forest but remained behind in positions at the edge of the forest, at East Gate, or in other locations inside the base, including those operating the radios.

Warren's credibility was lost as it was discovered that he had not been directly involved. Peter Robbins, a fine writer and honest investigator, found himself in a very unenviable position. With Warren, he had written *Left at East Gate*. It was mainly Warren's tales of his involvement in the case. Robbins had defended his book and his association with Warren, but all that eventually unraveled. Robbins posted his reasons in a long letter that explained the whole sad situation. In the end, Robbins said that he rejected the book because of the discrepancies between the truth and what Warren had said.

That, of course, doesn't mean that the whole of the Rendlesham Forest case can be rejected. There are many reliable witnesses, beginning with Halt and working down to some of the lower-ranking airmen. They are relating what they saw and did as best they could on those nights. While there are some minor discrepancies from one testimony to the next, which is to be expected, that doesn't negate what they have reported. Different people describe their observations differently and report them differently. That's why all participants were interrogated. That way, the interrogators could learn the whole picture.

While there are some minor discrepancies from one testimony to the next, which is to be expected, that doesn't negate what they have reported. Different people describe their observations differently and report them differently. That's why all participants were interrogated. That way, the interrogators could learn the whole picture.

While the skeptics have offered what they believe to be explanations for what happened, their solutions just don't fit all the facts. While they claim that many sightings were of meteors causing the hysteria, they ignore the radar data collected at the time. They ignore the reports of the lighthouse lights seen far beyond the forest, which the witnesses assert they saw, but that wasn't what they were chasing.

Halt mentioned that he wished he hadn't gone out that night. He was dragged into the event. But his tape—and, according to him, we haven't heard the whole thing—and the letter or memo that he wrote are among the better pieces of evidence for the strangeness of the events.

Several of those who went into the forest reported health issues related to their experiences. John Burroughs spent decades applying for compensation for his injuries and was eventually declared 100 percent disabled. His health problems didn't manifest themselves until after the event. Prior to that, he had no such health problems.

Burroughs also told me, as well as others, that he believed that strangeness in the forest had been reported long before December 1980 and has continued since then. Those manifestations are not as obvious and include some kind of minor magnetic or electronic disturbances. To him, this suggests a terrestrial explanation rather than alien visitation. While he is not alone in this belief, there are few others who accept it.

The object seen, the one that Penniston touched and the one that Burroughs saw, seemed too small to carry a crew. That doesn't necessarily rule out the extraterrestrials but suggests some sort of probe or observation device. No one reliably reported an alien presence on the site, but that doesn't mean the object wasn't controlled by an unknown intelligence.

As it stands today, there is no answer for what was observed and what happened there. We are left with the mystery of exactly what came down in Rendlesham Forest, though there are hints that elements of the U.S. government have more information. Without that information, we are left without any real answers.



Moon Dust

Moon Dust has been hidden behind a veil of secrecy, misinformation, and lack of understanding about what it was for decades. Moon Dust was not a project in the classic sense of being assigned to a headquarters with a staff in place to investigate items that fall under the Moon Dust umbrella. When there was a report, a project officer would be assigned from the closest Air Force base or military installation with a staff drawn from those with the proper credentials and clearances to participate in the investigation. It was more an *ad hoc* project than a permanent operation. Special orders were cut, and they operated in a cloud of secrecy that was meant to confuse outside observers and protect the nature of the investigation.

It was UFO skeptic Robert Todd who discovered Moon Dust. In a batch of documents recovered using the Freedom of Information Act, Todd came across several Department of State letters and memos that were labeled “Moon Dust.” These were mainly newspaper reports of UFO activity in foreign countries. There were often no follow-up investigations because

these were simply UFO reports and were not overly interesting or important.

Todd's discovery induced other researchers, including Clifford Stone and me, to make our own FOIA requests to the Department of State searching for the same batch of documents. Mine weren't as comprehensive as those sent to Todd and Stone, but there were enough for me to understand what was going on and to verify the authenticity of Todd's documents. Those newspaper reports gave the first hints about Moon Dust and inspired searches for additional information about it.

DET 15 28 WEARON		PROJECT 10073 RECORD CARD	
1. DATE 24 Sep 60	2. LOCATION Wethersfield, England	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 24/2057Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☐ No	6. SOURCE Military		
7. LENGTH OF OBSERVATION not given	8. NUMBER OF OBJECTS one	9. COURSE SE	
10. BRIEF SUMMARY OF SIGHTING Flare-like object, light green to white in color, traveling NW-SE.		11. COMMENTS Information too limited for valid conclusion.	

ATTC FORM 329 (REV 26 SEP 52)

A sample record from Project Blue Book dated September 24, 1960, about an incident in Wethersfield, England, which was labeled "Moon Dust." It was described as ranging in color from white to light green.

While I was searching through the Project Blue Book files, I discovered four cases that were labeled as Moon Dust. Although they seem to have conventional explanations or sparse information, the important point is they were labeled as Moon Dust and were sent on to Blue Book.

The first of these cases came from Ramey Air Force Base in Puerto Rico on September 15, 1960. This file, which noted one of the addresses on the message as Moon Dust, said:

Round object with a tail, size reports vary from the size of a pea to half dollar, color reports vary from bluish-white to dusky red. Tail aprox [sic] 3–5 times the size of the object. No sound. Object reported to have broken up into several fireballs. One report stated that object finally fell into ocean.

It is possible that this object was a very slow meteor. However it is more probably a reentry of the 1960 Epsilon vehicle, parts of which reentered during Sep and Oct 1960. Epsilon had an inclination of 64 [degrees], therefore the heading would be about 26 degrees.

A series of sightings on September 21, 22, and 23, 1960, from Bermuda, referring to the Air Technical Intelligence Center (ATIC), was listed as “ATIC possible Mon [sic] Dust.” The witnesses are identified only as civilians. The case said, “Reported sightings by local people of dull orange object on 21, 22, 23 Sep accompanied by weird whirring sound, in evening.”

The original message said that further investigation was being conducted but that no follow-up information had been received by Project Blue Book. There was insufficient data for any sort of scientific analysis, and I suspect that if anything interesting was found, it would not have become part of Blue Book. I also suspect that if nothing more was found, no one bothered with a follow-up report.

Another of these Moon Dust cases took place on September 23, 1960, at Bitburg Air Base, Germany. The source of the sighting was listed as “Moon Dust.” It said:

Luminous streak, like shooting star, colors red and yellow. Object left a trail. Object appeared very suddenly and was red in color, gradually changing to bright yellow. Appeared much larger than meteor.... Path momentarily broken and when reappeared was red in color, no smoke but numerous sparks.

Description conforms to satellite reentry. As to direction, color and breaking up. 1960 Lambda II (rocket body) reentered this date. Case evaluated as satellite reentry based upon general description, although duration of sighting was omitted.

This seems to be a reasonable explanation, especially since there was documentation to back up the solution. A few days later, on September 26, 1960, northeast of Bermuda, an object that was yellowish-green and described as a “falling star or object” was seen.

A teletype in the Project Blue Book files, received on September 26, 1960, said, “PD Moon Dust falling star or object sighted by GULL special at 0527Z 26 Sep.” There was no explanation or definition of GULL. It might have been the name of the mission or the name of the witness. It was in sight for one second.



The report from Wethersfield, England, described the unidentified objects as “flarelike” in appearance with green-to-white coloring.

A Moon Dust case like these others, meaning with little information, came from Thule, Greenland. A teletype message said, “Bright comet like object presumably MOONDUST sighted at Thule AB Greenland ... on 24 Sep 60.

Estimated elevation less than 10 degrees. Direction: Appeared from south east and disappeared into the west.... Observed time 5 seconds.” It was written off as a possible meteor.

Finally, in September, a sighting was made in Wethersfield, England. The teletype message said, “Flare-like appearance, light green to white in color. Travelling northwest to southeast.” It was noted: “Information too limited for valid conclusion.”

These cases are of importance not for the intelligence included in them but because of the connection to Moon Dust. It proves that Moon Dust had a UFO component, but more interesting is the fact that after this point (late 1960), I have found no other references to Moon Dust in the Project Blue Book files. This doesn’t mean that someone else might not find such a connection, just that I didn’t find one. These cases just underscored the UFO component to Moon Dust.

An Early History of UFO Investigation

To fully understand Moon Dust as we know it today, we need a little background on the history of UFO investigation. There is a controversy about when Moon Dust began. Originally, based on some of the documentation available, many UFO researchers, including me, believed Moon Dust was an outgrowth of a need for more trained investigators when the explosion of UFO sightings was reported during the summer of 1952.

Given the history, we know that the 4602d Air Intelligence Service Squadron (AISS) had been created to find downed enemy airmen, recover wreckage of enemy aircraft, and interrogate the captured enemy aircrew. When the Korean War ended, that mission also ended, to a degree. There was a thought that if there was another world war, then the expertise of the

4602d AISS might be valuable to interrogate captured Soviet aircrews shot down over the United States, assuming a bombing campaign against American targets.

At the same time, Captain Edward J. Ruppelt, who was the chief of Blue Book, was complaining that he didn't have the staff to follow up on all the UFO reports coming in during the wave of 1952. By the end of the year, more than 1,500 sighting reports were sent to Blue Book. At that point, the 4602d was tasked with interviewing the witnesses and recovering any physical evidence that might have been found associated with UFO sightings.

By the end of the year, more than 1,500 sighting reports were sent to Blue Book. At that point, the 4602nd was tasked with interviewing the witnesses and recovering any physical evidence that might have been found associated with UFO sightings.

The attitude of those assigned to the squadron was that this was more a training exercise than a real investigation of UFO sightings. These investigations would give the members of the squadron some real-world experience. It would also reduce the workload of those assigned to Project Blue Book. It was a win-win situation for everyone. Those in the UFO community believed this was the beginning of Moon Dust.

Orders were issued, and letters of instruction were prepared. Briefings were held to bring the 4602d up to speed, including a comprehensive briefing by Ruppelt on the history of UFO sightings up to that point.

But here's the problem with this analysis. This was not the beginning of Moon Dust. While searching the Project Blue Book files, I found a document that concerned the sightings around Levelland, Texas, in 1957. Blue Book officers complained that they needed help because they were now overwhelmed by a wave of sightings that November that came from all over the United States, not just the desert southwest.

During my research into the sightings of November 1957, I found a document in the Blue Book files that provided some insight into the situation. The document, from Headquarters, U.S. Air Force, Message #54322 and dated December 23, 1957, discussed a new project called Moon Dust. The mission was to “collect and analyze raw intelligence reports from the field on fallen space debris and objects of unknown origin.” This was the true beginning of Moon Dust. I believe that this was a response to the Soviet launch of the first artificial satellites in October 1957, but since the message was in a Blue Book file relating to the UFO sightings that began in November 1957, it suggests a connection there as well.

Air Force Response to Information about Moon Dust

When U.S. senator Jeff Bingaman asked the Air Force about a classified project called Moon Dust, Lieutenant Colonel John E. Madison of the Congressional Inquiry Division, Office of Legislative Liaison, wrote, “There is no agency, nor has there ever been, at Fort Belvoir, Virginia, which would deal with UFOs or have any information about the incident in Roswell. In addition, there is no Project Moon Dust or Operation Blue Fly. Those missions have never existed.”



UFO researcher Cliff Stone said that his investigations clearly demonstrated a connection between Project Moon Dust and UFO-related incidents.

Cliff Stone, a UFO researcher who had been in contact with Bingaman, challenged Madison's response with a series of documents that had been obtained through Freedom of Information Act requests. He pointed out that documents that were originally classified as secret and had since been downgraded mentioned the name Moon Dust frequently, and they specifically mentioned a relation to UFO-related materials. They also seemed to establish as fact the location of the parent unit as being at Fort Belvoir, Virginia.

The response to this documented information was another letter to Senator Bingaman, apparently from Madison's boss in the Office of the Chief Legislative Liaison. Colonel George M. Mattingley Jr. wrote, "This is in reply to your inquiry on behalf of Mr. Clifford E. Stone on the accuracy of the information we previously provided to your office. Upon further review of the case (which was aided by the several attachments to Mr. Stone's letter), we wish to amend the statements contained in the previous response to your inquiry."

Although it seemed that the Air Force officers had been caught in a lie, it might be more of a matter of semantics. Given information recovered by Brad Sparks, Moon Dust was not the name of a project but was a code word covering investigation of UFO reports. This is a rather subtle difference

between there being a project named Moon Dust and “Moon Dust” being a code word covering UFO investigations.

Mattingley, in his letter to Bingaman to correct the previous mistakes, and confirming some of my speculation about Moon Dust, wrote about the history of Moon Dust, relating it to the activities of the 4602d Air Intelligence Service Squadron. However, although, as mentioned, the 4602d was tasked with some UFO investigations beginning in 1953, this probably is not the beginning of Moon Dust.

Mattingley wrote, “In 1953, during the Korean War, the Air Defense Command organized intelligence teams to deploy, recover, or exploit at the scene downed enemy personnel, equipment, and aircraft. The unit with responsibility for maintaining these teams was located at Fort Belvoir, Virginia. As the occasion never arose to use these air defense teams, the mission was assigned to Headquarters, United States Air Force in 1957.”

It seems that Mattingley assumed, based on the documents Stone had supplied, that the 4602d was the beginning of Moon Dust. I believe that this has nothing to do with the inception of Moon Dust and that the code word was not applied until 1957. Combining the 4602d with Moon Dust is a mistake but a logical one, based on the trouble with classifying so many documents, investigations, and organizations.

Mattingley wrote, “These teams were eventually disbanded because of a lack of activity; Project MOON DUST teams and Operation BLUE FLY missions were similarly discontinued. The Air Force has no information that any UFOs were ever confirmed downed in the United States.”

Again, my research shows this is simply untrue. We now know, from FOIA-released documents, that there was no Project Moon Dust, but it was the code word for identifying certain types of information. The 4602d mission was discontinued, but Moon Dust activities were not. The code name was changed after it was compromised in 1986. Todd, in a letter from the Air Force dated July 1, 1987, learned that the “nickname Project Moon Dust no longer officially exists.” According to Colonel Phillip E. Thompson, deputy assistant chief of staff, Intelligence, “It [Project Moon Dust] has been replaced by another name that is not releasable. FTD’s [Foreign Technology Division, headquartered at Wright-Patterson] duties are listed in a classified

passage in a classified regulation that is being withheld because it is currently and properly classified.”

There have been no compromises that provide a clue about the new code name. Given that Moon Dust was hidden for 16 years after the end of Blue Book and that the name was classified, it was pure luck that we discovered it.

There have been no compromises that provide a clue about the new code name. Given that Moon Dust was hidden for 16 years after the end of Blue Book and that the name was classified, it was pure luck that we discovered it. We knew nothing about what was going on after Moon Dust was compromised, but we did find evidence that it had been deployed. In most of the cases, the recovered material was of Earth-based technology, but there were one or two cases that suggested something more interesting than returning space debris manufactured by foreign nations.

On the night of March 25–26, 1968, four objects fell in an area of Nepal. The American embassy in Kathmandu, in a secret message dated July 23, alerted the 1127th USAF Field Activities Group, which had replaced the 4602d AISS and the later 1006th, at Fort Belvoir, that they expected full cooperation with the government of Nepal. The subject of the message was ... MOON DUST.

It is clear from the message that the debris was readily identifiable to the staff at the embassy in Nepal. They had seen photographs of three of the items but had not been allowed to inspect the fourth. They noted that a “technical team should not be sent unless visual examination of the fourth object is felt essential.”

This is, of course, a backward way of getting to the point. However, the embassy did prove that technical teams were available and that they were dispatched. The composition of those teams was described in another document that surfaced in the various FOIA requests made.

Deployed or Not Deployed

I had learned that members of the 4602d and later the 1127th were taught parachuting, horseback riding and animal packing, skiing, mountain climbing, and various other survival skills. The November document, under “Criteria,” notes, “Intelligence personnel can perform effectively only with an adequate background of training and experience. Inadequately qualified personnel in such assignment would be a liability rather than an asset to successful accomplishment of the mission.”

The question that must be asked is whether the Moon Dust personnel were ever deployed. Through FOIA, we have been able to recover a list of some of the Moon Dust operations that resulted in the retrieval of testimony and physical material.

The following list of sightings was pulled from several government sources and released under FOIA requests:

- January 22, 1965—Rajasthan, India
- January 11, 1967—Agadir, Morocco: An object fell into the sea.
- March 28, 1967—Kasba Tadia, Morocco: An object 8.5 mm in diameter landed on the roof of a house and then took off again.
- August 17, 1967—Sudan: Cube-shaped satellite weighing about 3 tons was found 50 miles from Kutum.
- March 25, 1968—Kathmandu, Nepal: Four objects were found.
- August 7, 1970—Lai, Chad: Sphere 18 inches in diameter, weighing 20 to 25 pounds. It appeared to have been in two halves welded together and resembled a pressurized fuel tank.
- April 7, 1972—New Zealand: Space Defense Center reported that two objects had “deorbited” and fell to the ground.

- October 20, 1973—New Zealand: A cylindrical object 2 feet long and 7 inches in diameter was found.
- May 6, 1978—Bermejo, Bolivia: An egg-shaped object made of metal and nearly 5 feet in diameter was found.
- October 23, 1978—Ashburton, New Zealand: Two spheres were located.

From new information recovered after 2004, we find hints that this sort of clandestine operation continues today. Although the code name Moon Dust was replaced in 1985, there was a new code name assigned in 1986. As far as we can tell from the information available, even at this late date, the operation has continued.

It is clear from the descriptions of some of these recoveries that the objects were not extraterrestrial but debris that had fallen off aircraft or returning space objects manufactured on Earth. Even those reports are interesting because they demonstrate that the government, using various entities and agencies, has been working to recover the material for analysis for decades. Often, the final reports and the existence of the material have been classified, released only under FOIA requirements. Other aspects have not been released because of national security implications.

One That Is Not Terrestrial

One of those interesting Moon Dust cases is found in Department of State and Central Intelligence Agency (CIA) files and concerns an object that fell near Bermejo River in the Taija Department, Bolivia, on May 6, 1978. According to a document from the American Embassy in La Paz to the Department of State:

1. The Bolivian newspapers carried this morning an article concerning an unidentified object that apparently recently fell from the sky. The paper quotes a "Latin" correspondent's story from the Argentine city of Salta. The object was discovered near the Bolivian city of Bermejo and was described as egg-shaped, metal and about four meters in diameter.
2. The Bolivian Air Force plans to investigate to determine what the object might be and from where it came. I have expressed our interest and willingness to help. They will advise.
3. Request department check with appropriate agencies to see if they can shed some light on what this object might be. The general region has more than its share of reports of UFOs this past week. Requests a reply ASAP.

The evidence becomes clearer when a CIA document, released through FOIA and dated May 15, 1978, is examined. It said, in part:

Many people in this part of the country [Bolivia] claim they saw an object which resembled a soccer ball falling behind the mountains on the Argentine-Bolivian border, causing an explosion that shook the earth. This took place on May 6. Around that time some people in San Luis and Mendoza provinces reported seeing a flying saucer squadron flying in formation. The news from Salta confirms that the artificial satellite fell on Taire Mountain in Bolivia, where it has already been located by authorities. The same sources said that the area where the artificial satellite fell has been declared an emergency zone by the Bolivian Government.

The next day, on May 16, 1978, the CIA added more information to this report. The document, "Conflict on Details of Fallen Object," said:

We have received another phone call from our audience requesting confirmation of reports that an unidentified object fell on Bolivian territory near the Argentine border. We can only say that the Argentine and Uruguayan radio

stations are reporting on this even more frequently, saying that Bolivian authorities have urgently requested assistance from the U.S. National Aeronautics and Space Administration in order to determine the nature of that which crashed on a hill in Bolivian territory. Just a few minutes ago Radio El Espectador of Montevideo announced that there was uncertainty as to the truth of these reports. Argentine sources indicated that the border with Bolivia had been closed but that it might soon be reopened. They also reported that an unidentified object had fallen on Bolivian soil near the Argentine border and that local Bolivian authorities had requested aid from the U.S. National Aeronautics and Space Administration to investigate the case.

A La Paz newspaper said today that there is great interest in learning about the nature of the fallen object, adding that local authorities for security reasons had cordoned off 200 km around the spot where the object fell. The object is said to be a mechanical device with a diameter of about 4 meters which has already been brought to Tarija. There is interest in determining the accuracy of these reports which have spread quickly throughout the continent, particularly in Bolivia and its neighboring countries. Is it a satellite, a meteorite, or a false alarm?

On May 24, another message sent from the Defense Attaché in the embassy in La Paz was provided to several military agencies, including the Department of the Air Force and NORAD, and to the Department of State. It said:

This office has tried to verify the stories put forth in the local press. The Chief of Staff of the Bolivian Air Force told DATT/AIRA [Defense Attaché/Air Attaché] this date that planes from the BAF have flown over the area where the object was supposed to have landed and in their search, they drew a blank. Additionally, DATT/AIRA

talked this date with the Commander of the Bolivian Army and informed DATT that the Army's search party directed to go into the area to find the object had found nothing. The Army has concluded that there may or not be an object, but to date nothing has been found.

In his *The UFO Crash/Retrieval Syndrome: Status Report II: New Sources, New Data*, published in January 1980, Leonard Stringfield gave us more information in what he labeled as Item B-8:

The case of the mysterious flying object crashing into the mountains bordering Argentina and Bolivia, May 8, 1978 [*sic*], is well known by researchers. Was it a meteorite, part of a satellite or spacecraft? Rumors say nothing was ever found after extensive search on the precipitous slopes by Bolivian and Argentine military teams and by NASA.

In June 1979, I [Stringfield] received a stack of clippings from Argentine newspapers with stories that claim otherwise. The sender, Nicholas M. Ojeda of Rosario, Argentina, stated in his letter, "... As you know, our country is one of the most visited areas in the world by OVNI's [UFOs] as we call them in Latin America. Last year, May 8, we had a very significant case in the Salta Province in the north of the country. A long object crashed into the mountains. Although some people think it was a meteor or part of a satellite, this case is not closed yet. There is a report of a group of investigators who vanished mysteriously in the area. I really think something big happened in Salta. NASA investigated, but there was no news of it. I have to tell you that in La Paz, Bolivia, a huge USAF Hercules C-130 carried "something" from the area where the UFO crashed. What was it?

When this question and the news of the cargo plane being there was put to Bob Barry's former C.I.A. contact, he confirmed the flight and admitted, "I was aboard the plane." He offered no answer to, "what was aboard?"

Antonio Huneus, a science journalist who is fluent in Spanish, provided additional clarifying information. Given his contacts in South America, his accounts of what happened there might be considered among the very best. Huneus wrote, first in the winter 1994 issue of *UFO Universe* and later in the 2011 issue of *Open Minds*:

At 4:30 P.M. on May 6, 1978, a UFO—whether natural, man-made or unknown origin—crashed in South America on the hill at El Taire near the Bermejo River, which divides Bolivia's remote Tarija Department with the province of Salta in Argentina. The crash was first felt as a shattering explosion—a sonic boom that was heard within a range of 120 miles and which shattered windows of villages 30 miles from the target site....

It was reported that the explosion had shaken the village of Mecoya.... The sonic boom, on the other hand, was heard over a radius of 150 km inside Argentina.... Patrols of the 20th Detachment of the "Gendarmerie" (Border Police) of Oran were dispatched towards the rugged terrain around the river Bermejo, where it was believed the object had crashed. The town of Aguas Blanca [sic] in the Department of Santa Victoria in Salta rapidly brought a swarm of reporters following the patrols. An increasing number of eyewitness accounts followed the reporters.... It [the object] was sometimes described as a "fireball" the size of a soccer ball. For the most part, however, people described the UFO as an artificial-looking shiny space object.

Several eyewitnesses were interviewed by a wide range of officials, including the military representatives of Bolivia and Argentina, reporters from several countries, and eventually American officers who might have been working at the request of NASA and who were certainly operating under the banner of Moon Dust. Such witnesses were able to provide more information.

The highest-ranking military official on the scene was Corporal Natalio Farfan Ruiz, a junior NCO, who told reporters, “I don’t know what would have happened if the UFO had fallen on their houses. Can you imagine? ... It was around 4:30 when a cylinder shook the Earth.... I believed the end of the world was coming.”

Huneus reported that Velez Orozco, trained as an engineer, had seen the cylindrical object as well. He thought it was four meters (about 15 feet) in diameter and had a conical shape in front.

As the communications from the area continued, two Americans arrived for an inspection or investigation. Huneus wrote:

Clarín and other news media from the continent reported that two “NASA experts,” Colonel Robert Simmons and Major John Heise, arrived in Tarija. Though the officers were allegedly “on vacation,” their mission was actually to take the object, or parts of it, to a USAF Hercules C-130 cargo plane waiting at La Paz to carry pieces back to the United States.

Naturally, the American Embassy in La Paz vehemently denied this story. Ernesto Uribe, chief of the Embassy’s Information Service, was quoted in the press as saying that no satellite had been found. ...

However, according to recently declassified documents [government files that were declassified in 1994], it appears that Simmons and Heise were from the Defense Attaché Office in La Paz, and that they did fly to Tarija with Bolivian Air Force officers as part of the “Moon Dust” project.

While there is good documentation that something was seen and reported by several eyewitnesses, there is no documentation that provides a viable explanation. The newspaper articles, while certainly a form of documentation but not always reliable, are based on eyewitness reports without the benefit of other evidence or real investigation. Stringfield’s

report was based on a source that was identified only as Bob Barry's CIA contact, which does not allow any additional verification and does nothing to validate the event. That is the trouble with some of Stringfield's data. He had confidential sources, which he rarely revealed. He had hoped that other investigators would pick up where he left off.

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There are some details that apparently weren't reported at the time. Huneus wrote that a Bolivian UFO researcher, Jorge Arias Gonsalves, had told the International UFOlogy Congress in Santa Fe that government sources had told him that "a large dark object, 80 or 100 meters long" had been seen and that "two peasants and herds of sheep and goats were found dead by the Commission some 60 meters away from the crater."

Huneus interviewed Bob Pratt, an American UFO researcher who had traveled into the remote area and interviewed many of the witnesses in the months that followed. According to Huneus, Pratt had trouble getting into the area at first, but he eventually reached the site. He later told Huneus:

A lot of misinformation has been published about this incident. I am certain, however, that the area was not cordoned off by the military, that no object was recovered by NASA or anyone else, that no Hercules picked up anything and there was no news blackout. ... The "crash" area is in such rugged, remote territory that it would have been difficult for anyone to retrieve anything without the use of a large helicopter such as a CH-47, and had such an operation taken place, the people living in the area would have known about it. In the four weeks I spent in the area, including a total of seven days at the "crash" site itself, I

never found anyone who had ever seen a helicopter or any stranger in the area, other than me and a few Argentine and Bolivian newsmen who tried to reach the crash site immediately after the incident occurred.

Pratt said, “I believe something crashed into the mountain and was buried under the landslide it created. But the six people I know who had personally inspected the site could find no debris of any kind. Whatever struck there is probably going to remain buried there.”

So, What Was Moon Dust?

So, exactly what was Moon Dust? Was it an official project wrapped in the mantle of secrecy, or was it something else? Did the Air Force ever deploy it? Did the team members ever participate in the retrieval of an alien spacecraft?

As we have seen, there was something called Moon Dust, but Brad Sparks made the radical claim that there was no Project Moon Dust. As mentioned, Moon Dust was the code word under which it operated. It had no permanent staff, no headquarters, and no real archives. It was housed at whatever base was closest to the reported downed object, and the officers and NCOs were selected from those at that base who may or may not have had expertise critical for the investigation but did have the necessary security clearances. They received their operational instructions with the orders that came from a higher headquarters that was never identified.

Brigadier General Arthur Exon, the one-time base commander at Wright-Patterson AFB, told both Don Schmitt and me, at separate times, that he would get a call that he said it came from Washington, D.C. He recognized the authority, telling him to have aircraft ready to deploy a team or teams into a specific area. He was not provided additional information, and any queries he made were met with no further information. Exon, or, rather, his

staff, made the travel arrangements for those teams. If reporters got on the trail of the teams, they would be able to trace them back to Wright-Pat, but no further.

Given what Exon said in those interviews, it is likely that he was deploying a Moon Dust team. He said that he remembered, vaguely, the details of one of those deployments. The team had been sent out to Montana or Idaho, one of the western states. They were gone for a week to 10 days. The only result he heard was that they had investigated a large, circular burn area that might have been related to a UFO landing. As he said repeatedly, he never heard much about these teams, but this was the one that stuck out in his mind.



Brigadier General Arthur Exon (shown here when still a colonel) was once base commander at Wright-Patterson. While Washington, D.C., kept him mostly in the dark, he was likely involved in deploying a Moon Dust team to investigate.

Regardless of the confusion about Moon Dust being a project or just code words used to collect and hide intelligence, the fact is, there was something called Moon Dust. The documentation is undisputed. It had a component that dealt with UFOs, and it was deployed several times. Most of the recovered material was from Earth-based technology, but there are hints that some of the recovered material was not of terrestrial manufacture.

What all this comes down to is a posting to the NICAP website that suggested there was never any Project Moon Dust. What was said: “And

there was never any ‘Project’ Moon Dust! There was an attempt by the AF to set up one by that name (Moon Dust) but I don’t recall any documents proving that it was set up with that name and operational. ... There was a category of activity called ‘moon dust’ for recovery of satellite and space reentries and decays. Anyone in any agency having a report of that would slap a ‘Moon Dust’ label on it without any project necessarily with that name.”

I mentioned that there were other documents, each with a known provenance, that proved there was a Project Moon Dust. I figured that would be the last word unless someone asked for some of those documents. That wouldn’t be a problem because there were literally hundreds of them.

Brad Sparks had something to say about that and about his findings about Moon Dust. He wrote:

Sorry, but with all due respect, none of those documents say any “Project” had a “PROJECT” named “Moon Dust” except the proposal in 1961 where I don’t see any succeeding documents showing a “Project Moon Dust” was in fact set up—quote me some post-1961, correct me if I’m wrong.

“Moon Dust” was a category of intelligence physical materiel set up in 1957 post-Sputnik long before any special project was even attempted to be set up as a “Project Moon Dust”—in 1961. What were they doing in 1960, 1959, 1958?

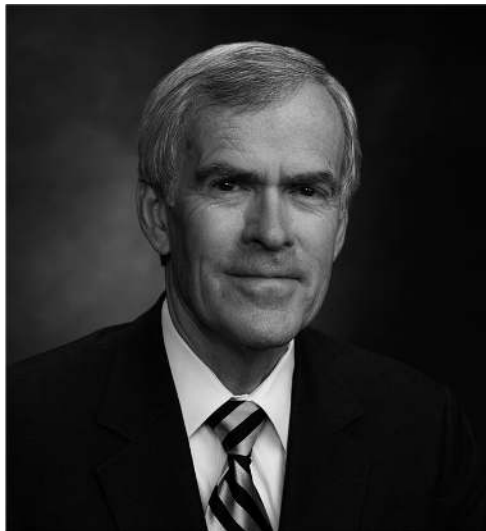
“Moon Dust” was like a term like “HazMat,” to use an analogy, which was used everywhere without any special project being set up called “Project HazMat”—and no rule that prohibited such a project with that name either.

Paul Dean was unimpressed and wrote, “I’ve got a 1980 era 20th missile warning squadron document that mentions ‘Project Moon Dust,’ not just ‘moon dust.’”

And since Sparks had asked about this, and although I believed he had some of these documents and understood them as well as I did, I wrote, “Interesting point here. We agree there was something called Moon Dust, but it might not have been a ‘project.’”

And it is true that the references I found in the Blue Book files are merely stamped “Moon Dust” rather than “Project Moon Dust,” but that confirms the UFO component to it.

However, I have a copy of a letter sent by Thompson to Todd dated July 1, 1987, which said, “The nickname ‘Project Moondust’ no longer exists officially.”



Jeff Bingaman was a U.S. senator from New Mexico when Colonel Mattingley wrote to him that Moon Dust and Blue Fly were discontinued because of lack of activity.

I suppose you could argue, with some justification, that this is in response to Todd’s request for information on Project Moon Dust, and by referring to “Moondust,” the answer is just Colonel Thompson’s way of identifying the request but doesn’t prove there was a Project Moon Dust.

I have a copy of a letter to Senator Jeff Bingaman in which Colonel George Mattingley Jr. wrote, “These teams were eventually disbanded because of a lack of activity; Project MOON DUST and Operation BLUE FLY missions were similarly discontinued.”

This seems to be stronger evidence that something known as Project Moon Dust did exist as a project. We often refer to Project Blue Book simply as Blue Book. True, I have a copy of a heavily redacted “Airgram” from the State Department that says, “The designator ‘MOONDUST’ is used in cases involving the examination of non-US space objects or objects of unknown origin.”

I wonder if we’re not splitting a fine hair here. There is documentation about Project Moon Dust and there is guidance that Moon Dust will be used as an identifier on communications among various agencies and organizations. What is important here is that there was something called Moon Dust, and it referred to UFO-related material (and let me add here that in this case, UFO means “unidentified” as opposed to “alien spacecraft”). It suggests another reporting channel and one that often avoided Blue Book.

Paul Dean scanned the document he had mentioned and that Brad Sparks had requested. Dean posted it at the NICAP website for those who wished to see it. In response, Brad Sparks wrote:

Thanks Paul.

The 1982 20th MWS History mentions “Project Moondust procedures” without identifying them, or it, or where it is located. Are they just remembering old procedures without looking them up (no Numbered Directives are cited)?

Lots of people in the US Govt over the years including within the AF *assumed* there was a “Project” called “Moon Dust”—just like anyone dealing with Hazardous Materials or HazMat assume there is a HazMat Dept they deal with, but no overarching “HazMat Project” but multiple HazMat units or depts everywhere.

What we need to know, as this applies to all “Project” Moon Dust references, is at least a few of the following questions answered:

1. HQ: Where is the “Project” headquartered?
2. Command: Under what agency or command is the “Project”?
3. Charter: What is the charter directive or order setting up the “Project”? Date?
4. CO: Who is the Commander or Director of the “Project”?
5. Letterhead: Any “Project Moon Dust” letterhead available to show some of the above, where located, under whose command, etc.?
6. Multiple “Project Moon Dust”s: Were there and if so, why? Was “Moon Dust” just like “HazMat” or “SAR” (Search and Rescue), every command or major agency has them, etc.?

Sparks wasn’t through with his analysis and added some important information that should have been included in the first go-around. He wrote:

Quick correction: Email got away from me before I could add that the copy of the ICGL 4 of 1961 was obtained by Jim Klotz in 2003, with thanks to Mike Ravnitzky and Dale Goudie.

Further, I wanted to bold-italic highlight the Col Betz memo of Nov 1961, in para. 5g:

“g. **Moon Dust**: As a *specialized aspect* of its **over-all [intelligence] materiel exploitation program**, Headquarters USAF has established Project Moon Dust to locate, recover and deliver descended foreign space vehicles. ICGL #4, 25 April 1961, delineates collection responsibilities.”

Thus Moon Dust is an “**aspect**” of a larger “**over-all**” intelligence materiel exploitation program of AF Intelligence. The IGCL [sic] 4 in line with that, when read together with the Betz memo, refers to Moon Dust reporting of satellite reentries and space decays, especially intelligence-sensitive “retrieval and examination” (exploitation) of “descended Soviet space vehicles” (and such)—which are part of just such an “**overall materiel exploitation program**” (Col. Betz) or “**overall project**” (ICGL-4) as densely stated in ICGL-4 para. 6:

“Because of the **intelligence connotations** of MOON DUST regarding **retrieval and examination by ATIC of a descended Soviet space vehicle**, the **overall project** is classified Confidential, and MOON DUST Alerts are normally on a Confidential basis because of the **intelligence association** with [satellite] decay estimates. The basic decay estimates (identification of the object and estimated date and hour of decay) are in themselves normally unclassified. Thus, decay estimates, as such, can be released to observers or observatories.”

Frank Warren jumped into the conversation. He wrote, “Haven’t read all the minutia via this thread, so apologies if this has already been offered up. The attached partial file cites “Project” Moon Dust 3 times by my count, including the line that reads: “Project Moon Dust was suspended on 4 August 1960.” Those documents contained information from the Air Force that used the term “Project Moon Dust.”

Once again, Brad Sparks took a look at the material offered and then wrote in response:

Thanks Frank.

The count of how many times “Project” is used with “Moon Dust” does not “count” too much, so to speak. :)

What counts is whether there is any direct evidence (so far there is none) of a central national or global AF office *called* “Project Moon Dust,” with a HQ address, a named Commander or Project Officer or both, a chain of command identified, a charter directive that set it up, an org chart, maybe some letterhead with “Project Moon Dust” at the top with HQ address, telephone, teletype address, etc., maybe 2 or 3 of the foregoing would be good. Even better would be a Unit History of a national or worldwide Project Moon Dust for a recurring period, one for each year going back to its founding. But we have nothing like that.

Your 39th Air Division History (USAF in Japan) excerpt actually re-emphasizes the impression that “Project Moon Dust” was just an *activity alert designation*—just like “Base UFO Officer” at each AF Base under Blue Book, where those Base UFO Officers were NOT Blue Book or part of BB nor were they their own “Project.” Just an assigned duty episodically carried out.

This 39th AD History July–Dec 1960 states that “Project Moon Dust” was an AF-wide “intelligence alert”—**not an AF-wide office or military unit:**

“On 28 June 1960, we were alerted to look for signs of a Soviet missile shot to the mid-Pacific. The Navy was surveilling Soviet telemetry vessels which had moved into the usual Soviet test range in the Pacific; a test shot was expected to follow quickly.

“Captain George L. Griffith, A0565506, was appointed project officer for **Project ‘Moon Dust,’** a **USAF-wide intelligence alert** intended to **sight and report Soviet missiles in flight or downed.**”

This “Project Moon Dust” in Japan could hardly be in Texas, too, etc.

After barely a month this “Project Moon Dust was suspended on 4 August 1960”—meaning the ***Moon Dust alert*** had been ended, until the next time. It could hardly be a functioning military unit if it got activated and deactivated every few months or so.

I suspect, but as yet cannot prove with a shred of documentation, that the AF Intelligence 1127th Field Activities Group at Ft Belvoir, VA, and predecessor units, might have served as a national or global “Project Moon Dust” as merely another hat for the Commander of the 1127th—just like UFO field investigations were one of several assigned duties for the 1127th—but unlike with UFOs where the 1127th was just backing up Project Blue Book, maybe (and this is speculative) someone tried to semi-formalize the 1127th organizationally as a “Project Moon Dust” dual entity. Or maybe “Project Moon Dust” was a Division of the 1127th (which had several Divisions like the Air Attache Division).

There is some countervailing evidence against this dual-hat, AF-wide central national HQ Project Moon Dust = 1127th theory, though. ATIC also ran Moon Dust field team(s) seemingly apart from the 1127th, it is unclear. That would mean TWO AF-wide “Project Moon Dusts”!! But maybe the ATIC Moon Dust was subordinate to the 1127th’s “Project Moon Dust.” Just don’t know.

Another bad piece of evidence against any AF-wide “Project Moon Dust” in, or as, the 1127th is the 1967 AF Intelligence History that includes the 1127th’s History. There is a “MOON DUST” subsection under “OVERT/SENSITIVE COLLECTION AND SUPPORT” but there is no mention of any 1127th acting as a HQ “Project Moon Dust” or any Project Moon Dust Division of the 1127th.

It states that Moon Dust was an activity whereby NORAD SPADATS notified the 1127th's higher level supervisory staff in AF Intelligence at the Pentagon (Operations Plans Branch AFNIAAB of AF Intell AFNIN) of the deorbitings of 49 Soviet space objects and 17 US space objects (presumably spy satellites) in last half 1967, which must have been passed on to the 1127th as part of their procedure.

The 1967 AF Intell/1127th History is not shy about naming names and even HQs of, for example, 1127th's Dallas Resident Agency subordinated to the CIA Domestic Collection Service office in Houston, similarly in Chicago and LA. This is on the same page as the MOON DUST subsection! ***But no "Project Moon Dust" office specified anywhere.***



While the phrase "Moon Dust"—or "Project Moon Dust"—admittedly may have appeared in Air Force correspondence, officials asserted that the name was not a reference to a UFO investigation project but, rather, referred to other things, such as an intelligence alert or a division of the Air Force.

Sparks makes some very interesting observations about Moon Dust. It is clear from other documentation, specifically from the Department of State, that they were responding to directives or procedures issued by some authority. The question becomes if that authority is the office that Sparks suggests, or whether it is a series of rules and regulations initiated by another organization. Under those conditions, it is possible that Moon Dust was just an identifier, as Sparks suggested.

However, there is another part of this that hasn't been explored. Robert Todd learned that the name Moon Dust had been compromised. Todd requested the new name or code word, but he was told that it was properly classified. It was not releasable.

That would also seem to suggest that there was no "Project" Moon Dust, but that Moon Dust was a code word needed for access to the information gathered under the umbrella of Moon Dust. It seems that the Department of State had been a little less than diligent in their protection of classified information.

The problem that arises is that there were teams that investigated Moon Dust incidents. As Sparks noted, there is a draft document that was leaked into the UFO community that referred to Project Moon Dust. It provided for its mission, its manning, and other aspects of its organization. But this was a draft document, and we have seen no evidence that it was implemented, meaning we have no further documentation for it.

I will note that as I looked through the Project Blue Book files, I did find reference to something designated as Project Horse Fly. This was a proposal to develop teams of junior officers who would deploy to UFO sighting locations to provide real-world experience for junior officers. The investigation of the UFO sighting was secondary to the training aspect of the mission.

Beyond Moon Dust

If we go along with Sparks's analysis, suggesting there was no Project Moon Dust but that Moon Dust was the code word for a classified mission to collect returning space debris that would include anything of unknown origin, then it follows that the mission still exists. Remember that the answer to Todd's request for the follow-on name was that it was properly classified. He didn't say the mission had been ended, only that code word had changed. The mission continues.



Another explanation of Moon Dust was that it referred to a program for collecting space debris that had fallen to Earth, whether that might have been debris from a NASA craft (such as this PAM-D rocket stage module that was found in the Saudi Arabian desert) or something of unknown origin.

The documentation I have found gives us the date of October 1957 for the beginning of Moon Dust, and there is a document circulating with a date of 1960 on it. Although the skeptics tell us that this was a draft that was never implemented, the point is that it does have a date, telling us that Moon Dust was operating in 1960.

To back that up, there are sightings from Project Blue Book that are labeled as Moon Dust and dated September 1960. All this means is that Moon Dust existed for more than two decades before it was compromised. Air Force officers denied the existence of the mission until they were shown documents with Moon Dust as the identifier.

In the decades that followed the mid-1980s compromise, we never found the follow-on code words. I believe that this mission was operating in complete darkness until the Navy videos were released in 2017. Those are from an event in 2004, when fighter pilots from the USS *Nimitz* encountered and recorded an engagement with an unknown object. It was Commander David Fravor, with the *Nimitz* strike force, who investigated a report of radar contact with an unknown object off the coast of California.

According to the information eventually released, radar operators on the USS *Princeton* had been tracking what they called unusual aircraft for about two weeks before the November 14 encounter by Fravor. They said that the unknown craft would appear at about 80,000 feet, then drop rapidly to 20,000 feet, where it would hover.

Fravor said that he, the weapons systems officer (WSO) in the back seat of his fighter, pilot Alex Dietrich, and Dietrich's WSO, all saw an object they described as about 40 feet long. He said that it was white and oval-shaped and was hovering above a disturbance on the surface of the ocean. They all watched it for about five minutes. Fravor dived at the object, attempting to get closer, but the UFO ascended until it disappeared.



US Navy fighters from the USS Nimitz (pictured) were scrambled to investigate an unknown flying craft in 2004. Thirteen years later, film from the fighters was made public, and it was acknowledged that the military had no idea what it was.

A second group of fighters that included Lieutenant Commander Chad Underwood was scrambled from the *Nimitz* to investigate. I use the term “scrambled” here because it seems to be more accurate than saying they just took off.

Underwood’s fighter was equipped with an advanced FLIR camera, and he recorded the now-famous image. Underwood is credited with calling it a “Tic Tac,” suggesting a shape like that of the breath freshener. Underwood didn’t see the object himself, but he did say there was interference with the weapons systems on his fighter.

More on the USS *Nimitz*

2004 Encounter

According to Kevin Day, the crews of several ships in the *Nimitz* attack had been tracking anomalous objects for two weeks prior to Fravor's encounter. For those who don't know him, Day was senior chief and was a qualified air warfare coordinator. He held a responsible position in the Combat Information Center of the ship.

He told me that three or four days prior to Fravor's encounter, they had noticed "strange contacts" coming from outer space and "sub-Earth orbit," meaning above 80,000 feet. The objects would drop in a matter of seconds to 28,000 feet, which was not something that terrestrial craft could do.

Day elaborated, saying they were spotting five to ten of the objects. They would fall from 80,000 feet to 28,000 feet and hover. One by one, they would "track off," meaning they left the group, and then fade from the radar. Each would disappear from the exact same location off the coast of Mexico.

Day made it clear that the contacts they were watching on their radar and other sensor arrays were sharp and clear. It wasn't some sort of glitch in the equipment, nor was it some weather-related phenomenon.

Day told me, "I'd go out at night and look up with the big eye binoculars as they're tracking and everyone else on the bridge too." This means that he was not the only witness to these objects in the air. He said, "These things were real."

He checked the radars and the various sensors and went out to look. He said, "I did my due diligence."

It was during one of those appearances of the objects that Fravor was launched to check it out. Fravor had visual contact with the objects. Day said that Fravor was stunned by what he saw. Fravor said, "Oh my God. Oh my God. We're engaged."

That is not something that an experienced fighter pilot with combat experience would say if there was anything vague about what he was seeing. In this case, there was radar confirmation of the visual sighting. Day said that everything about the encounter had been recorded. It was not just Fravor's communications with the ship but the data from the radar and the sensors. Given the nature of some of the equipment, meaning state of the art and classified, Day didn't explain anything more—just that there were recordings.

“During the night,” according to Day, “a helicopter came on board. I was in my rack sleeping. Apparently, two people in suits and ties took all our data. ... It happened to all the other ships.”

When I asked about the identity of these people or if Day knew where they came from, he said, “The short answer is, ‘No.’”

I worried about the authority of the men in suits. In order to land on the ship and then remove all the data, they had to present the captain with their authority. Day thought that the captain would have received orders giving the suits the authority, but that didn't translate into the identity of their agency.

Given Day's observations, his position on the ship, and his interpretation of the data from the sensor arrays, I asked, “Are you talking about extraterrestrial, or off-world?”

Day's response was, “I have no other explanation.”

In listening to Day talk about these events, I thought about what Antonio Huneus had uncovered during his investigation into the Bolivian crash. He reported that Bob Pratt had told of Americans arriving to investigate. It was the same sort of clandestine operation that Day described.

Nimitz Video Revealed

There was no discussion about the 2004 *Nimitz* encounter at the time. It slipped into the secrecy that surrounded military UFO sightings since the closure of Project Blue Book. As we've seen here, there was a program to collect sure data wrapped in a cloud of secrecy. It followed Moon Dust.

The video taken of the "Tic Tac" was first published on the *Above Top Secret* message board under the title "Observations of an Actual UFO." The person who posted it, with the username of "thefinaltheory," claimed to have been on a U.S. Navy ship in 2005 when rumors about the ship encountering a UFO circulated. He accessed the ship's secure Secret Internet Protocol Router Network, known as the SIPRNET. There were files that showed UFOs interacting with the Navy.

In an article in *Popular Mechanics* written by Tim McMillan and published on January 17, 2020, thefinaltheory described one of those encounters. McMillan noted the spelling and grammar were terrible, but the information was intriguing. The correspondent wrote: "It was taken directly from the cockpit camera of one of our ship's fighter pilot jets F-18 [sic] I believe but can't be sure. It was black and white and showed the altitude, pilot's 'nickname' and the temperature and all those little critical stats."



A still of the video footage taken from one of the US Navy fighters in 2004. It is one of the most convincing pieces of evidence in modern times that UFOs are real.



Similar to the 2004 footage, this 2015 image taken from pilots from the USS Theodore Roosevelt shows the UFO flying with the ocean behind it off the U.S. East Coast.

There was additional information pointing to David Fravor's account of his encounter with a UFO. The date is verified by the ship's event log, which is dated November 14, 2004. And it should be noted that a video clip leaked in 2007 is identical to a clip released in 2017. There was some controversy about the provenance of the clip, with many suggesting that it was a fake. The Navy eventually confirmed that the clip was taken by a Navy pilot, which only means it was taken by Fravor but not that it was proof of alien visitation.

Rumors about the encounter had circulated in both military circles and inside the UFO community for years afterward. In December 2017, the *New York Times* published an article about the sighting, and the video was released into the public arena. Of course, there were concerns that the video might not be real. Some suggested it was some sort of hoax rather than images of alien visitation.

What is important to this discussion is that the *New York Times* article revealed the existence of the Advanced Aerospace Threat Identification Program, known as AATIP. Had Moon Dust and its follow-on investigation evolved into AATIP?

The counter was that AATIP had been ended in 2012, but Luis Elizondo, who said he was involved in aspects of the UFO program, claimed it was still in operation when he left government service in 2017. Moon Dust and other UFO programs had been operating in secrecy from late 1946, even before Kenneth Arnold made the June 1947 sighting that resulted in an intense interest in flying saucers, later termed UFOs.

Eventually, the Navy admitted that the “Tic Tac” video, also identified as FLIR, and the second video, named “GIMBAL,” were real. The videos had been shot by Navy fighter pilots from the *Nimitz* and the *Theodore Roosevelt*. A third video called “GO FAST” was later released. While some suggested that this meant the Navy was endorsing the claim that the videos showed alien craft, all the Navy did was verify the source without comment about what was shown in the videos.

In September 2019, a Pentagon spokeswoman, Susan Gough, confirmed the videos were shot by Navy pilots. Then, in February 2020, the Navy confirmed they had briefed members of Congress. Clearly, the idea of unidentified objects intruding upon naval operations was being taken seriously.

It turned out there were more videos than the three now circulating, and the investigations into these sightings resulted in the creation of an official organization known as the All-domain Anomaly Resolution Office (AARO). Its job was to conduct a proper investigation of military sightings along with sightings from civilians that met certain criteria. This was reminiscent of the summer of 1947 when official investigations began,

resulting in the creation of Project Sign and a serious investigation of sightings that were kept from the public.

Secret projects and secret investigations have been created and conducted since 1947. In 2023, the AARO director, Dr. Sean Kirkpatrick, offered explanations for several videos that had been taken by the Navy fighter pilots. While it could be said that these explanations made sense, it could also be said that Kirkpatrick had taken a page from the CIA-sponsored Robertson Panel playbook. One of the Panel's recommendations was to release information about a mysterious sighting and then announce a solution for it. Such a tactic was hoped to end civilian interest in flying saucers.

The real point, however, was that the reports and statements being issued didn't explain much of anything. Hearings were more about what they were going to do rather than what they had done. Reports that were offered were sometimes described as poorly written high school projects that filled pages but provided no conclusions.

The September 9, 2025, Congressional Hearing

The latest congressional hearing took place on September 9, 2025. There was a promise that this time, there would be firsthand witnesses to some of these events. The hype seemed to suggest they would describe non-human bodies and nonhuman craft.

The closest we came to hearing about non-human technologies came from a former senior chief, Alexandro Wiggin, who told the committee about his sighting while aboard the USS *Jackson*. He said that in 2023, he saw four

objects, flying in formation, shoot up out of the water. They climbed rapidly, never breaking formation. His sighting was corroborated by senior officers on the ship. While that seemed to involve a nonhuman craft and technology, it wasn't the same as seeing nonhuman bodies or handling the nonhuman material.

George Knapp, a Las Vegas television reporter who has been chasing UFOs for decades and who managed to review the Russian files, provided an interesting comment. He described his interactions with a Russian colonel who told about an intrusion over a Russian military base that seemed to mimic a similar case in Montana in 1967.



Dr. Sean Kirkpatrick, director of the All-domain Anomaly Resolution Office from 2022 to 2023, also worked for such government departments as the CIA and the Defense Intelligence Agency. He felt there were reasonable explanations for the sightings reported by Navy pilots.

This was a series of sightings that took place near Belt, Montana, on March 24, 1967. The sightings involved civilian witnesses and investigations by senior officers from Malmstrom Air Force Base. These sightings, while interesting, were not the source of the controversy. Malmstrom was also home to several flights of intercontinental ballistic missiles (ICBMs), with the missile fields scattered all over that section of Montana. Some of the missile flights were more than a hundred miles from the front gate.

At one point, one flight of missiles all went offline at the same time. They had been affected by an outside force, which was supposed to be impossible. It was a matter of national security because if an outside agency could shut down a flight, meaning the missiles would be unavailable if a retaliatory response was needed, they could take out the retaliatory capability of the Air Force. In fact, if an Earth-based enemy could disable the missiles, then they might be encouraged to launch an attack on the United States.



Malmstrom AFB near Great Falls, Montana, has experienced UFO sightings. The base is also home to ICBM missiles.

This was a matter of national security, which meant that it was not part of the Blue Book system. True, the Belt sightings were reported to Blue Book, but the sighting over a missile launch facility was not reported. In the end, the Air Force suggested that an electromagnetic pulse (EMP) might have been responsible, though the missiles were protected from that. The Air Force slapped a label on this sighting explaining away the large oval that had been sighted near the missile field. No UFO was involved.

Now Knapp, in Russia, listened to a Russian colonel tell him of an event in the Soviet Union that mirrored the one near Malmstrom AFB. This provided a form of corroboration for the trouble with the American missile field. More importantly, the Russian told Knapp that an EMP was not the cause of their troubles.

I'm not sure if many understood the significance of that report. Both Soviet and American missile forces reported the same interference with their

launch capabilities. Both investigated, but the Americans concluded an EMP caused the trouble. The Soviets rejected that solution. These sightings are certainly cases that should be investigated at length.

The second important revelation, and the one that grabbed the most attention, was a video of an MQ-9 drone that was tracking what they insisted on calling a UAP described as an orb. Another MQ-9 fired a Hellfire missile at the orb. The video shows the missile striking the orb, but rather than being destroyed, the orb survived and was seen to disappear in the distance.

Knapp said, “That’s a Hellfire missile smacking that UFO and just bounced right off, and it keeps going.” He added, “There are servers where there’s a whole bank of these kind of videos that Congress has not been allowed to see.”

The latest testimony told us that there is still secrecy surrounding what they now call unidentified anomalous phenomena, or UAP, but no matter the designation—flying saucers, UFOs, flying discs, or UAP—the fact remains that for more than 80 years, the truth has been hidden behind a wall of secrecy. We have thousands of documents that were originally classified, including memos, letters, and orders that demanded the secret be kept. There have been faked studies, faked reports, and a reported policy of complete denial.

This hearing fell short of providing any additional evidence, though such evidence does exist, as Knapp reported. It was just more of the same. The witnesses were honest, and the interest in their statements was obvious; it was just evidence that could be reduced to anecdotal testimony.

Moon Dust
Existed, Just
Not in the

Form We Expected

In the end, we do know that Moon Dust existed, and we know that the program was not canceled. Only the code words were changed. We learned that there were hints that sightings were reported through official channels, and alien material had been examined. But we, the general public, were not allowed to know about this.

We did, however, prove there was something called Moon Dust, that it was replaced when compromised, and that the investigation continued. We have learned that UFO data were collected, and we have learned of the existence of videotapes that are more than a decade and a half old. This information might not have been collected by Moon Dust, but it was collected by someone who remains unidentified.

We are at the same point today as we were in 1957, after the creation of Moon Dust. Lies about what they told then continue until today. We still don't have the complete history of Moon Dust and the follow-on operations. We can prove these programs existed and that some variation continued on until today, but that's about all we can prove. The real evidence is hidden by that wall of secrecy. There is so much of it that no other conclusion is possible.



Conclusions

Normally, the conclusions would take up several pages, but I believe that the book requires no real conclusion, just a few closing comments. The evidence presented covers centuries, and while some of those earlier reports can be dismissed as our ancestors being unfamiliar with the natural world around them, that sort of explanation fails when the totality of the evidence is examined.

For the last three-quarters of a century, we have argued about the reality of what were once called flying saucers and are now rebranded as unidentified anomalous phenomena. There have been hundreds of solid cases that provide clues to the nature of the phenomena. There is the ultimate case from Roswell that, contrary to what the Air Force and the mainstream media say, was not a Project Mogul balloon. There currently is no viable terrestrial explanation. There were dozens of witnesses, an attempted smear of some of those firsthand witnesses, and evidence of a cover-up. Had the investigation been held out in the open, this conversation would be different.

Through the years, as shown in this book, there are other cases that have no earthly explanation. Sometimes, the evidence was collected and then classified, and sometimes it was just overlooked. The landings in Levelland, Texas, prove the case. According to the sheriff, there were hundreds of witnesses, but the Air Force only acknowledged three and then wrote the case off as ball lightning. That explanation is simply untrue.

I could go on, but I think the evidence speaks for itself. This work represents some of the best cases, provides evidence of investigations of cases that are proven hoaxes, and offers a brief history that should demonstrate to those interested that there is more to this phenomenon than misidentifications, confabulations, and outright hoaxes. Rather than belabor the point, I'll just suggest that you, the reader, examine the information that I have tried to present in an unbiased and dispassionate way. If you do that, you'll find that the preponderance of the evidence suggests some strange goings-on around us, and those with some imagination will conclude there is alien visitation.

So, rather than repeat myself, I will just ask one last question. With all the evidence available to us in the world today, isn't it a little ridiculous to dismiss it all out of hand when it is clear that something strange has been going on for centuries?

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